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STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

FINAL
ENVIRONMENTAL IMPACT STATEMENT

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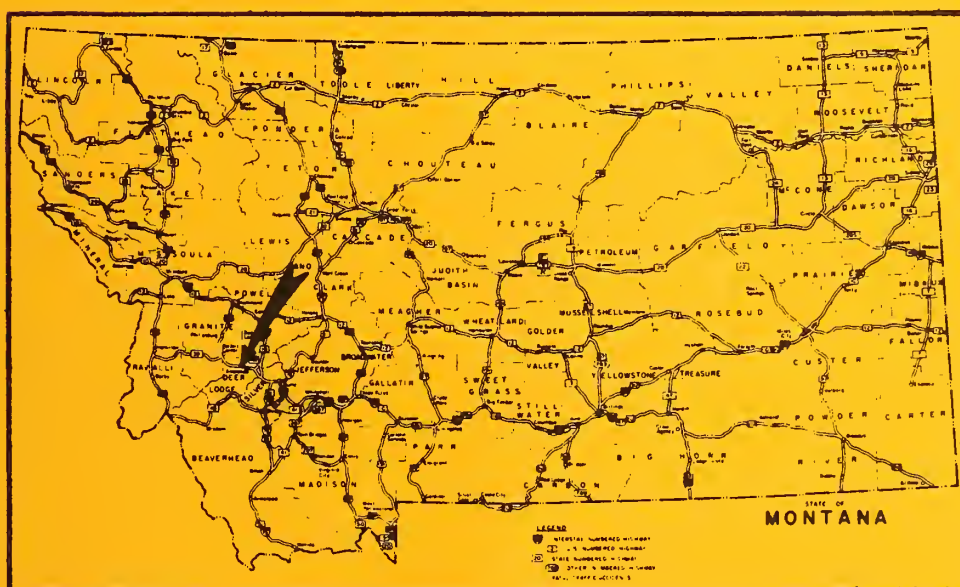
FEB 22 1983

ADMINISTRATIVE ACTION
for

MONTANA STATE DEPT. OF HIGHWAYS
1515 E. 4th

HELENA, MONTANA 59620

PROJECT F 19-1 (04)
WEST VALLEY HIGHWAY - ANACONDA



THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO 42 U.S.C. 4332 (2) (C) AND 23 U.S.C. 128 (A)

GARY J. WICKS, DIRECTOR OF HIGHWAYS

October 21, 1981
Date
REVISION **OCT 22 1982**

By *Howard S. Wheeler*
For Don M. Harriott, Administrator
Engineering Division

THIS ACTION COMPLIES WITH E.O. 11990 & 11983
APPROVED AND ADOPTED BY THE FEDERAL
HIGHWAY ADMINISTRATION

DEC 6 1982

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Fred J. Hemphill
REGIONAL ADMINISTRATOR

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SUMMARY SHEET

I. TYPE OF ACTION

☒ Administrative	☐ Legislative
☐ Draft	☒ Final
☒ Environmental Statement	☐ Section 4(f) Statement attached

II. INFORMATION

The following persons can be contacted for additional information concerning the proposals and statements:

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III. PROJECT DESCRIPTION

This project provides for the reconstruction of a portion of U.S. 10A and begins 4.5 miles west of Anaconda and extends east to Anaconda. This project is located in Deer Lodge County and is shown on Exhibit XII.

The present road varies in width from 24 feet to 28 feet. Numerous private approaches connect to the present road on the eastern half of the project. This has caused many accidents and problems with traffic flow.

IV. ALTERNATES

The four alternates considered for this 4.5 mile project are shown on Exhibits II, III and XII. Alternate 1 is a four-lane road located on the

present road and includes a 16 foot median and a bike path-sidewalk. Alternate 2 is a two-lane road which will also follow the present road and includes a bikepath-sidewalk and previously included a frontage road on the opposite side of the B.A. & P. Railroad. Further studies have indicated the frontage road could be deleted. Alternate 3 is a two-lane road located to the south of the present road. The fourth alternate is the "No Build" alternate which is to do nothing to change the existing situation.

On Alternates 1 and 2, it is felt the combination sidewalk-bikepath will be the most suitable considering potential vehicle conflicts. The sidewalk-bikepath was considered for the south side, but it will provide better access for more people if it is located on the north side of the existing road. The people to the south will be able to cross at specific locations to use the sidewalk-bikepath. Because of the lack of space available, a sidewalk-bikepath is not possible for both sides of the road.

Two alternates to the north of the present road, one along the North Cable Road and another between the present road and the North Cable road, were also investigated and discussed at a public informational meeting. After careful review, it was determined that these alternates to the north were not feasible and prudent alternates to pursue.

The four remaining alternates have been reviewed thoroughly in an effort to minimize the impact to the adjacent areas. Alternates 1 and 2 which follow the present road have been placed as close to the B.A. & P. Railroad as possible. The Montana Department of Highways has coordinated with the railroad in an effort to minimize the distance between the new road and railroad. The railroad has been repeatedly contacted and asked about any possible abandonment plans they might have for the portion of the railroad involved with this project. As of August, 1982 the railroad does not intend to abandon. If at some future time abandonment did occur, most of the impacts associated with Alternates 1 and 2 would be reduced in their severity or eliminated entirely as the new road could be shifted to the north to use more railroad right-of-way. Alternate 3, which is the alternate to the south of the present road, was located in its present position to accommodate the existing utilities as much as possible and to provide the best design with regards to topography

and the adjacent areas. Alternate four, the no-build alternate was also studied.

After careful review and study Alternate 2 has been selected as the alternate to be developed for this project.

V. ENVIRONMENTAL IMPACTS (Aternate 2, the selected alternate)

The major impact of this project will be the provision of a much safer and more efficient transportation facility. The major environmental impact of Alternate 2 (along the present road) would be changes in access to the residences along the new road. Also the realignment of approximately 350 feet of Warm Springs Creek will be necessary but the impact will not be substantial.

Some wetland and floodplain involvement will be necessary, but again, the impact will not be substantial. The impact on fish and wildlife will be minimal.

Additional land and one residential relocation will be needed. For more detailed information refer to Section III.

The traffic accidents on the existing road in the project area were numerous and severe between the years 1972 and 1976. Many of the accidents occurred when vehicles were turning onto or off the highway. It is difficult to determine exactly what effect the new facility will have on the accident rate within the project limits. However, it is believed, because the new facility will be constructed to modern design standards the traffic accidents will substantially decrease.

VI. FINAL E.I.S CIRCULATION LIST

This statement was distributed to the following federal, state and local agencies and officials and other private organizations and individuals:

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VII DATE DRAFT STATEMENT AVAILABLE TO E.P.A.

September 21, 1979

VIII SUBSEQUENT FEDERAL ACTIONS DUE TO THIS ACTION

1. A. Corps of Engineer's Section 404 Permit will be required.
2. Floodplain permits (local or state).

ENVIRONMENTAL STATEMENT

I. NEED FOR PROJECT AND HISTORICAL BACKGROUND

The objective of this project is to provide a safer and more efficient highway facility on a 4.5 mile section of U.S. 10A just west of Anaconda. U.S. 10A extends from an interchange on Interstate 90 seven miles east of Anaconda, to Drummond, where it reconnects to Interstate 90 (see Exhibit I). U.S. 10A is the principal highway access to Anaconda from the east and west. It serves several recreation areas such as Georgetown and Silver Lakes, Discovery Basin Ski Area, the Pintlar Wilderness Area and surrounding U.S. Forest Service areas. U.S. 10A in the project area also serves a residential area just west of Anaconda.

The traffic accidents on this portion of U.S. 10A, a 24 to 28 feet wide road, were numerous and severe between 1972 and 1976. The accidents increased in severity and in number until a delegation of 50 persons from Anaconda attended a highway commission meeting in February of 1975. At that meeting testimony was given which ended in the approval of an immediate safety study for the portion of highway. After a study was completed, the speed limit was reduced from 55 mph to a combination of 35, 45, and 55 mph. These speed limits are still in effect and will remain in effect until reconstruction is completed. The letting date for the contract for reconstruction of this road is presently tentatively scheduled for October, 1985.

Traffic accident reports for this portion of road have been computerized from 1972 to 1979. Between January 1 of 1974 and December 31 of 1978 the accident rate within the project limits was 4.19. The accident rate relates the accidents to the number of million vehicle miles traveled within a section

of road. The statewide accident rate was 2.52. An accident rate of 6.00 is considered critical. The severity rate for this project is 1.59.

The severity rate is an index relating the injury severity of accidents to the total number of accidents. The statewide severity rate is 1.5. Many of the accidents have occurred when vehicles were turning onto or off of the highway and many have occurred on weekends indicating a possible relationship to recreational travel. Some of the accident data for this portion of highway has been tabulated in Table 2. The information gathered from this data clearly indicates the need for a much safer highway facility. For more information on traffic accidents refer to Section III.

The existing highway has a low sufficiency rating which is a comparison of the existing conditions of the highway with the latest design standards. The following are the average existing ratings given this section of road for 1980.

	<u>Maximum Rating Possible</u>	<u>Rating Given This Project</u>
1. Foundation -	10	2
2. Surface -	30	14
3. Drainage -	10	8
4. Safety -	20	9
5. Capacity -	<u>30</u>	<u>21</u>
	100	54

The above ratings are low and indicate a definite need for improvement. Approximately 2,194 miles of Montana rural primary highways are rated between 40 and 60 which includes this section of highway. Primary highways with this rating are considered to be approaching obsolescence and should be improved within the next five to ten years.

The present road was built in 1951 and improved in 1959. The traffic volumes for 1979 range from 4,070 vehicles per day at the edge of Anaconda to 1,700 vehicles per day at the west end of the project.

II. DESCRIPTION OF THE PROPOSED HIGHWAY IMPROVEMENT AND ITS SURROUNDINGS

A. LOCATION

This project is a portion of U.S. Highway 10A west of Anaconda. The project begins approximately 4.5 miles west of Anaconda and extends to Anaconda and connects to Park Avenue (see Exhibit XII).

After careful review and study, Alternate 2, reconstruction of the existing highway as a wider 2-lane highway, has been selected as the alternate to be developed for this project. The new north frontage road, as proposed in the draft E.I.S., has been eliminated from this alternate. (see Exhibits II and XII.)

B. GEOLOGY AND TERRAIN

This project lies in the north central portion of Anaconda-Deer Lodge County. The terrain is highly mountainous with the Continental Divide approximately 9 miles from the project area. The height of the mountain peaks vary from 8,000 to 10,500 feet in elevation. The elevation of this project varies from 5,375 feet to 5,700 feet. The project area is in a lowland area with Warm Springs Creek extending along the entire length of the project.

The valley center is composed of alluvial deposits of sand and gravel. The southern boundary of the valley is marked by gravel benches and alluvial deposits of tributary streams. The gravel benches are made up of older partially consolidated gravels. Soil types and slopes of the west valley area are described on Exhibit V.

C. CLIMATE AND AIR

The average temperature in the project area is about 18°F during January and about 62°F during July. The average annual precipitation for this area ranges from 50 inches in the mountains to 12 inches near Warm Springs. (1)

Montana in general is considered to have air of very high quality with a limited amount of pollution. The air in the vicinity of Anaconda has not been as pure and clean as are most other areas of the state. This was due to the emissions from the nearby Anaconda smelter which generated a certain amount of pollution. Anaconda has been designated an Air Quality Maintenance Area for sulfur dioxide because of smelter production. Since the distribution of the draft E.I.S., the Anaconda Company has terminated its operations at the smelter, which should improve the air quality.

D. WATER QUALITY AND QUANTITY

Warm Springs Creek runs the entire length of the project with the present road crossing the creek near the east end of the project. Warm Springs Creek has its headwaters in the Flint Creek and Anaconda Mountain Ranges in the Deer Lodge National Forest. Warm Springs Creek drains 164 square miles, 20 square miles in Granite County and 144 square miles in Anaconda-Deer Lodge County. Upstream from Anaconda, Warm Springs Creek flows generally in a southeasterly direction.

Warm Springs Creek is the principal water supply for the Anaconda Co. (ARCO) smelter at Anaconda, the Anaconda Co. concentrator works at Butte, and the city of Anaconda. Much development work has been done in this drainage to

(1) "Flood Hazard Analysis Warm Springs Creek" - U.S. Department of Agriculture, Soil Conservation Service, Bozeman, Montana

insure a stable water supply. A flume capable of carrying approximately 175 cubic feet per second (cfs) diverts water from Storm Lake Creek and Twin Lakes Creek into Silver Lake and Georgetown Lake during periods of high flow. During periods of low flows, water can be pumped back from Georgetown Lake (full elev. 6,429) to Silver Lake (full elev. 6,485). Storage in Silver Lake, about 15 miles west of Anaconda, is used by the Anaconda Co. to supplement low flows in Warm Springs Creek. (1)

The water supply for the Anaconda Co. and the city of Anaconda is diverted three miles west of Anaconda at Meyers Dam. Seventy to 80 cfs (cubic feet per second) are diverted at this point. The Meyers Dam facility also includes a settling basin and a water treatment plant.

Warm Springs Creek is classified A-open-D1 above Meyers Dam and B-D1 below Meyers Dam under the Montana Water Quality Standards. (MAC 16-2.14(10)-S 14480). (2)

An A-open-D1 water quality classification is defined as a water supply for drinking, culinary and food processing purposes suitable for use after simple disinfection and removal of naturally present impurities. A B-D1 water quality classification is defined as a water supply suitable for drinking, culinary and food processing purposes after adequate treatment equal to coagulation, sedimentation, filtration, disinfection and any additional treatment necessary to remove naturally present impurities.

More than 80 percent of the watershed is either owned by the Anaconda Co. or is National Forest land. In 1968, the Anaconda Co. (ARCO) and the Deer

(1) Ibid (2) Montana Administration Code, Volume 2, Title 16, Department of Health and Environmental Science.

Lodge National Forest recognized the need to cooperatively plan the management of the watershed. This marked one of the first cooperative management agreements for a watershed between a private company and the U.S. Forest Service.

E. WETLANDS

In response to comments on the draft Environmental Impact Statement for this project, the wetlands have been reevaluated. The wetlands on this project are very minimal and are found only in portions of the ditches along the present roadway. Some of the ditches are burned by the adjacent landowners further reducing the wetland quality. (See Exhibit XIII through XV.) Alternate 1 or Alternate 2 would have some effect on these wetlands as the new roadway embankment will partially fill them in.

The wetlands present are less than two acres in total size and are in the Palustrine system which includes all nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens. The class is the emergent wetland which is characterized by erect, posted, herbaceous hydrophytes. This vegetation is present for most of the growing season in most years.

F. FLOOD PLAINS

Major flooding occurs when rainstorms combine with the heavy snowmelt in May and June and when high intensity rainstorms occur later in the summer. Damaging flood discharges have occurred as recently as 1948, 1958, 1965, 1967, and 1974.

Anaconda, the county seat of Anaconda-Deer Lodge County, is partially situated on the flood plain of Warm Springs Creek. The community of Warm Springs, Warm Springs State Hospital, the Montana Department of Fish and Game

fish hatchery at Anaconda, and the game farm at Warm Springs also lie on the Warm Springs Creek flood plain.

The 10, 25, 50, 100, and 500-year frequency floods were analyzed. A 100-year flood occurs on the average once in 100 years or has a one percent chance of occurring in any given year. The extent of inundation by 500-year and the 100-year frequency floods is shown on Exhibits VII-IX for the project area.

The Warm Springs Creek floodplain has been delineated and is regulated under the Montana Floodway Management and Regulation Act. Under the provisions of this act increases of the existing 100-year flood height is limited to 0.5 feet. Floodway is defined as that portion of the floodplain which must remain unobstructed in order to convey the 100-year flood without raising the water surface elevation over 0.5 feet. Exhibits VII, VIII and IX show the floodplain and floodway limits. Although Warm Springs Creek generally parallels the existing highway, the limits of the Base Floodplain (100-year) abut the roadway only between Smithville and Anaconda. The existing highway is higher than the base floodplain throughout the length of the project. The present highway also crosses the creek on a bridge at station 219+00. (See exhibits VII, VIII, & IX.) It appears that the existing bridge has a restricted flow capacity, which would increase the flooded area. (See exhibit IX.)

Immediately west of the beginning of the project, Warm Springs Creek is well entrenched with a narrow floodplain. In this area, the creek channel follows the southerly side of the valley with the south bank of the creek essentially being the steep mountain face. On the northerly side of the valley a broad bench exists which is elevated some twenty-five feet above the creek channel and upon which the existing roadway is located. This general

terrain continues for approximately 5,000 feet into the project after which the base floodplain widens with broad floodplains on both sides of the floodway. In some areas below Meyers Dam the base floodplain is over 800 feet wide with a floodway width of over 500 feet.

Upstream of the existing bridge over Warm Springs Creek the floodplain divides with two areas of flow leaving the main channel. These flows combine and cross the highway near the end of the project. This water may also contribute to the sheet flows along Park Avenue.

G. VEGETATION

The project area lies in a valley surrounded by hills. The trees that are found in this area are willows, aspen, alder, river birch, red osier dogwood and Rocky Mountain juniper. Grasses found in the area are basin wild rye, Kentucky bluegrass, and smooth brome. Rose, currant, and big sagebrush are the most common shrubs in the area.

H. FISH AND WILDLIFE

Warm Springs Creek is an active fishery in the area. The creek contains rainbow, brook, brown, dolly varden, and cutthroat trout. Warm Springs Creek runs the entire length of the project with the majority of the creek on the south side of the present road as indicated on Exhibit XII.

The Washoe Park Trout Hatchery is located along Warm Springs Creek (see Exhibit XII). Water from Warm Springs Creek supplies the hatchery from March to October of each year.

Wildlife that might be found in the project area include white-tailed deer, ring-necked pheasants, moose, song birds and small mammals.

I. LAND USE AND REGIONAL GROWTH

The project region is diverse in land use character, and the U.S.

10A route serves a wide variety of regional road users. The 1974 Anaconda Traffic Study indicates that this project serves the regional travel demand, as well as providing access to the west of the Anaconda valley. The external Origin and Destination Study, developed for the 1974 Traffic Study (See Exhibit X and XI), indicates the travel desires of U.S. 10A regional road users. The majority of these trips are made with stops in the Anaconda community, reflecting the attraction of Anaconda as the county seat of the Anaconda - Deer Lodge County government.

U.S. 10A serves as access to the Georgetown Lake recreational area and Pintlar Wilderness area. It has recently been designated the Pintlar Scenic Route which is the first designated scenic route in the state of Montana. The region's recreational attraction is growing. The 1973 Deer Lodge County Comprehensive Plan identifies Georgetown Lake as the most heavily used lake in Montana. It sustains 80,000 to 85,000 fisherman days per year (about 4% of the state total). Traffic in the Georgetown Lake area has increased by 18 percent per year between 1956-1966, with more recent studies showing an annual 11 percent increase in recent years. Another indication of the recreational attraction of this region is the doubling of Friday afternoon traffic counts above the normal weekday averages for the highway facility in the project area.

The recent designation of U.S. 10A as a scenic route is expected to revise regional tourist travel patterns. The scenic route, six miles longer than the I-90 alternative route, provides the traveler with an attractive choice. Regional economic activity is expected to respond to added tourist travel, an activity closely associated to highway facility conditions.

Regional growth should be anticipated with added demands placed on regional highway facilities, such as U.S. 10A. The projected increase in traffic over the next 25 years appears to be supported by the growing need to travel through the region. Regional travel and growth would be best served through construction of a free-flowing, limited access highway facility through the project corridor.

The Anaconda west valley community and associated neighborhoods must also use the existing facility as the major access to community service and to Anaconda. The west valley would also directly receive the impacts of this project. The 1973 Deer Lodge County Comprehensive Plan identifies 1972 existing land use, and develops a projected plan for the 3,750 acres of the west valley study area. (See Exhibit IV, V and VI). The 1972 land use plan is broken down in Table 1, and is summarized as follows:

A. Residential development is concentrated in a large subdivision in the middle of the study area and along U.S. 10A. Smaller clusters occur north of the North Cable Road and on the southern fringe of the valley. Platted densities in the Mountain View subdivision are three units per acre. In other areas, the densities are much lower.

B. Agricultural use comprises 3,045 acres or 81.2 percent of the study area. Most cropland is located between North Cable Road and U.S. 10A. The majority of the grazing land is situated on the hillsides above the heart of the valley.

C. Commerical establishments cover 11.7 acres and are in separate areas south of the highway. The current variety of businesses range from neighborhood bars and eating establishments to mobile home courts.

D. Industrial use consists of the Anaconda Company (ARCO) pump station located at Meyers Dam on Warm Springs Creek with its associated water flow.

E. Private recreation areas consist of the Embassy softball field and the Anaconda Saddle Culb, together accounting for 13.3 acres of land.

F. Public lands are identified as the Fire Hall and ball park north of the Fire Hall, the play lot on Warren Street, the West Valley Community Club, churches and the 8-acre New Hill Cemetery.

The projected land use plan, Exhibit VI shows residential development directed primarily north of the North Cable Road. A field inspection revealed several dozen new housing structures in this area. This land use concept is compatible with the physical and hydrologic restraints of the valley shown in Exhibit V. A study for a central sewage disposal system is underway. The system, if built, would improve the desirability for commercial and residential development of the central and south sections of the west valley land area due to acceptable access to the proposed system.

Commercial development in the projected land use plan is limited to existing facilities which notes that any further development should be discouraged along the highway facility until the highway has been redesigned to alleviate traffic pressures. Then commercial development should be allowed only if there is a definite need for it.

We have coordinated with the U.S. Department of Agriculture concerning prime and unique farmlands. The Soil Conservation Service has determined that no prime or unique farmlands are involved with the proposed alternates. Correspondence indicating this is in Section IX.

Forest Service land was determined to be involved in the Southwest Sub-alternate. The Forest Service has reviewed the land involved and has determined

this land is not classified as 4(f). The correspondence indicating their views is in Section IX. A separate determination was made by the FHWA which concurred with the Forest Service that this land was not classified as 4(f). A copy of this determination is also included in Section IX.

The National Historical Register has been consulted and there are no National Register Sites, or sites eligible for nomination to the National Register located in the project area. A cultural resource survey has been conducted in the project area. A report concerning that survey has been reviewed by the State Historic Preservation Officer. It has been determined that no alternate proposed will affect any known eligible resource. More information is provided in Section IX.

J. SOCIAL AND ECONOMIC ACTIVITY

The significant economic activity of the area consists of agriculture, business establishments such as neighborhood bars, eating establishments and trailer courts, and a rock quarry located at the western end of the project. The majority of the businesses are located at the eastern edge of the project which is adjacent to Anaconda. Other businesses are located intermittently to the west along the present road. Agricultural activities are active on both sides of the present road.

Economic growth of the region as a result of recreation may occur in view of the recent designation of U.S. 10A as a scenic route. Expanding recreational development appears to be the "lifeline" for regional growth. The county population is declining but is projected to grow slightly. County economic conditions are directly tied to the stability of the industrial and manufacturing base of the copper refining industry which is tied to mechanized technological advancement. As a result employment declines, and a shift to non-basic

service and trade groups is characteristic. Regional housing is clustered in the incorporated city areas, and the number of satisfactory units is declining. Regional growth will be stagnant without the diversification in economic base offered by expansion of regional recreational industries. The primary land requirement for expansion of a recreational industry are generally associated with highway frontage. These developments generally cluster along a route in strip commercial forms. Often the most desirable and available highway frontages, are located on the fringe areas of the more concentrated urban developments. The Fairmont, Phillipsburg, Drummond and Anaconda areas provide the potential for recreational development.

K. TRANSPORTATION

The present highway, U.S. 10A, also known as Federal Aid Primary No. 19 (FAP 19) serves a wide variety of regional users reflecting the attraction of Anaconda as the county seat. This road also serves as access to the Georgetown Lake recreational area and the Pintlar Wilderness area. Because of the recent designation of U.S. 10A as the Pintlar Scenic route, regional tourist travel patterns are expected to change bringing more traffic onto U.S. 10A.

U.S. 10A is illustrated on Exhibit I. The section of U.S. 10A that exists between Anaconda and Interstate 90 is a 4-lane road. The eastern end of this project connects to Park Avenue which is a 4-lane road that extends the total length of Anaconda. The western end of this project connects a two lane road which extends from Anaconda to Drummond where U.S. 10A again connects with Interstate 90.

III. PROBABLE IMPACTS OF THE PROPOSED ACTION ON THE ENVIRONMENT

A. BROAD IMPACTS

The most significant impact of this project would be to provide a safe and efficient highway for the traveling public. As of September, 1979 this portion of highway was one of the most critical accident areas in the state.

Access to religious, cultural, and recreational facilities will be improved for those persons that live in the project area. Emergency services should be faster and school buses will have a more efficient and safer facility over which to transport students. Also provided with this new highway will be a sidewalk-bike path facility to convenience any pedestrian and biking traffic.

This project will not have a substantial impact on economic activity in the area. There will be an increase in employment during the construction phase. A secondary economic impact possibly would result from the construction of Alternate 3. Alternate 3 would alter the flow of through traffic to the new alignment and would remove some traffic volume from businesses along the existing road resulting in an economic loss to any business which depends largely on highway users. Recreational use of the Georgetown Lake recreational area and the Pintlar Wilderness area may increase in the future. The reconstruction of this section of U.S. 10A., however, will not be a determining factor in whether this occurs or not.

This project will not affect any minority groups but will have varying effects on the relocation of residences in the project area and would result in the following relocations:

Alternate 1 - One house, one garage and one shed. Possibly two other houses with garages (approximately 550' west of the present bridge)

Alternate 2 - One house, one garage
(The selected alternate.)

Alternate 3 - Two houses, two garages and one mobile home.

Efforts will be made to secure land for the relocated homes in the nearby area. Those who want to be relocated may choose to move to the rear of their present lot. Comparable replacement housing is available in the vicinity of the project for those who choose that option.

The alternates would have varying involvements and effects upon the floodplain. Due to the geography of the Warm Springs Creek valley westerly of this project and the location of Anaconda, there are no practicable alternatives which would serve the road users and not require encroachment upon the Warm Springs Creek floodplain. The selected alternate does not include a significant floodplain encroachment, follows the PTW which also encroaches upon the floodplain, and does not open new areas for potential development within the floodplain. The impact upon the floodplain due to the longitudinal encroachment will be minimized by meandering the creek channel change as discussed in section III.B.1.

The three alternates being presented would have varying effects on land use in the west valley area. Alternate 1 or 2 would consume some of the existing residential property, moving highway facilities closer to residential structures. This proximity relationship could disturb the residential amenities of these frontage ownerships and begin a shift from residential use to commercial and rental residential uses.

Alternate 3 would preserve the residential character of the existing valley development. It would, however, consume some of the southern valley agricultural land and open space. Most of this area is owned in large blocks by the Anaconda Company. Present development in the southern valley appears to be subdued and following past projections, a characteristic attributed primarily to the low total area development demand, the large supply of building sites, and the southern valley land ownership character. A highway corridor through the south valley would be attractive to highway commercial development and land use change could be expected, if not effectively controlled.

With effective controls of land use and access, the existing south valley land uses could continue in their present form. The loss of acreage would probably not drastically change present agricultural practice if water systems were perpetuated.

B. IMPACTS ON THE NARROW BAND ADJACENT TO THE HIGHWAY

The effects of this project vary with each alternate. The significant impacts adjacent to the highway will be minor water pollution, stream realignment, minor disruption of wildlife, clearing and covering of existing vegetation, some loss of wetlands, the crossing of flood plains, utility relocation, possible access control, visual impacts and traffic alternations.

1. Water Quality

In one area along the existing road, the road fill slope and the stream embankment are practically one and the same. In this area approximately 1,100 feet of stream realignment would be required for Alternate 1. Alternate 2 will require a total of approximately 350 feet of stream encroachments or minor realignments at several short locations between Sta. 181+00 and 192+00 where Warm Springs Creek closely parallels the existing highway (see Exhibit XII). The toe of the fill slope will spill over the existing north stream bank and extend a small distance into the creek, possibly as little as five to seven feet. These minor encroachments may require a 404 permit. Two feasible methods of minimizing impact are apparent. First would be to encroach upon the stream with rock fill or riprap and only perform that excavation necessary to maintain channel flow. "Fishrocks" could also be added. The second method would be to construct a short realigned new channel. As the design advances the merits of these two alternatives will be explored with the Montana Department of Fish, Wildlife and Parks and the more suitable technique adopted. In any event, to minimize adverse effects on the stream and fish hatchery water supply, construction involving stream work will be allowed to occur only during a specified period from about September 1 to March as requested by the Montana Department of Fish, Wildlife and Parks. Also, in addition to standard specifications which specify requirements to minimize sediment to the stream through the use of erosion control plans, etc., prohibit discharge of pollutants such as chemicals, fuels lubricants, bitumens and other harmful wastes into the stream, special care will be taken to reduce the effect of construction equipment on the stream by such provisions as prohibiting travel of equipment in the stream. Revegetation of streambanks is another measure that may be employed to mitigate the effects of streambank construction. The Department of Fish, Wildlife and Parks has indicated that they would approve the realignment of Warm Springs Creek if certain conditions were met. No stream realignment would be necessary for Alternate 3.

Storm sewer systems would be required for Alternates 1 or 2. A major trunk line storm drain system is not planned for the selected Alternate No. 2. Short sections of storm drain trunk lines will be provided as required to avoid discharges directly into Warm Springs Creek or onto developed areas. Since curb and gutter is only planned for the left side of the highway, only half of the highway runoff will be handled by the storm drainage systems. Use of natural features as recommended by the Dept. of Health and Environmental Sciences for conveying and treating storm water runoff will be incorporated into the design. Features such as grass lined roadside ditches to take advantage of the natural filtration and percolation functions of ditches as well as utilizing those portions of existing wetland which will remain in the roadside ditch are planned. Additional discussion of these aspects are contained in Section III.B.9.

Some water pollution will occur while the new highway is under construction. The following is an excerpt from the Montana Department of Highways' Standard Specifications for Road and Bridge Construction in regard to methods the contractor is to use to prevent water pollution:

15.01 DESCRIPTION. Water pollution control shall consist of temporary control measures as shown on the plans, described in the special provisions, proposed by the contractor, or ordered by the engineer during the life of the contract to control water pollution through the use of ditches, culverts, berms, dikes, dams, settling basins, energy dissipators, fiber mats, netting, gravel, mulches, grasses, slope drains, and other erosion and siltation control devices or methods. The work shall also include means for controlling underground water encountered during construction.

The temporary water pollution control provisions contained herein shall be coordinated with the permanent erosion control features specified elsewhere in the contract, to the extent practical, to assure economical, effective, and continuous erosion control throughout the construction and postconstruction period.

15.03 CONSTRUCTION REQUIREMENTS. At the preconstruction conference or prior to the start of construction, the contractor shall submit to the engineer for approval a program for effective control of water pollution. The program shall show the schedule for the permanent erosion control work included in the contract and for all temporary control measures that the contractor proposes to use during the construction to minimize the effects of his operations upon adjacent property, streams, and other bodies of water. The contractor shall not perform any clearing and grubbing or earthwork on the project, other than that specifically authorized in writing by the engineer, until the program has been approved. The water pollution control program shall be revised and updated upon written request of the engineer at any time.

The contractor shall meet the requirements of the applicable regulations of the Department of Fish, Wildlife, and Parks, Department of Health and Environmental Sciences, and all other State or Federal regulations relating to the prevention or abatement of erosion, water pollution, and siltation. The contractor's attention is directed to the Montana Water Pollution Control Act and the Montana Stream Preservation Act.

Throughout construction the contractor shall exercise every reasonable precaution to prevent pollution and siltation of rivers, streams, or impoundments. Pollutants such as chemicals, fuels, lubricants, bitumens, raw sewage, and other harmful wastes shall not be discharged into or alongside of rivers, streams, impoundments, or natural or manmade channels leading thereto. All harmful wastes, refuse, and discarded materials shall be properly disposed of in an approved location.

2. Air Quality

The Department of Health and Environmental Sciences has been consulted concerning the air quality for this project and has determined that there should be no adverse effects on air quality from the construction of any of the alternates presented.

The Anaconda area has been designated a non-attainment area for sulfur dioxide. This project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR 770 do not apply to this project.

An air quality analysis was developed for Alternate 2, the selected alternate, which appeared to have the heaviest concentrations of all the alternates. This analysis determined concentrations of carbon monoxide which were calculated to be 6ppm, well within the standard of 9ppm. The analysis used was the hot spot verification technique found in "Carbon Monoxide Hot Spot Guidelines" (EPA - 450/3-78-035 August 1978).

Some air pollution will occur while the new highway is under construction.

The following is an excerpt from the Montana Department of Highways' Standard Specifications for Road and Bridge Construction in regard to methods the contractor is to use to prevent air pollution:

17.12 ENVIRONMENTAL PROTECTION. The contractor shall comply with all laws and regulations of the Department of Health and Environmental Sciences and with all other Federal State, and local laws and regulations controlling pollution of the environment.

All equipment including, but not limited to, hot-mix paving plants and aggregate crushers shall be operated in a manner to provide such air pollution control measures as are required to comply with the minimum standards established by Federal, State, and local agencies. No additional payment will be made to the contractor for the use or installation of dust or smoke control devices, for the disruption of work or loss of time occasioned by the installation of such control devices, or for any other related reasons.

3. Fish and Wildlife

The three alternates have varying effects on existing fish and wildlife populations. Alternates 1 and 2 would require approximately 1100 feet and 350 feet, respectively, of stream realignment, which would have a temporary effect on the fish population. The severity of the effect on fish population will be minimized by careful planning and coordination with the Department of Fish, Wildlife and Parks. Alternates 1, 2 and 3 would all require new bridge crossings but the effect on the streams would be minimal. Standard erosion control, siltation prevention and revegetation procedures will be adhered to.

Warm Springs Creek contains rainbow trout, brook trout, brown trout, dolly varden and cutthroat trout. Presently Warm Springs Creek furnishes the water supply for the Washoe Park Trout Hatchery from March to October of each year. According to the Department of Fish, Wildlife and Parks, this water

must remain free of sediment. Precautions will be taken to minimize sedimentation due to construction along Warm Springs Creek entering the hatchery water supply. Since the distribution of the draft E.I.S., the Department of Fish, Wildlife and Parks has indicated that a possible mitigation measure would be to construct the stream realignment after September 1. This will require close coordination with the hatchery, so that the fish being reared on the creek water could be planted prior to September 1. Further information can be found in Section IX.

Wildlife that might be found in the project area include white-tailed deer, moose and ring-necked pheasants. The creek bottom provides quality habitat for these species but the proximity to the residential areas limits the use of these areas by game animals. Other wildlife that regularly inhabit the site are song birds and small mammals. Some of these species may be displaced once construction of the highway begins. When the highway is complete and new vegetation provided, some of the birds and small mammals may return but some may have relocated to less developed habitat. Alternate 3 and the subalternate would result in more disturbed vegetation than the recommended alternate.

We have correspondence indicating the bald eagle and the peregrine falcon might be affected by Alternate 3. The bald eagle and the peregrine falcon are an endangered species but no other threatened or endangered species are residing in the immediate vicinity of this project. Alternate 2 is the selected route so no conflict with this species is anticipated. More specifics are included in Section IX.

4. Vegetation

Vegetation in the area consists of willows, aspen, alder, river

birch, red osier dogwood and Rocky Mountain juniper. Grasses present are basin wild rye, Kentucky bluegrass, and smooth brome. Rose, currant and big sagebrush are the most common shrubs in the area.

Alternate 3 is the only alternate that significantly affects vegetation. Alternate 3 using the Southeast subalternate would require clearing and grubbing of approximately 14 acres of trees and shrubs.

Alternate 3 using the Southwest subalternate would require clearing and grubbing of approximately 33 acres of trees and shrubs.

Alternate 2, the selected alternate for this project, will require a very minimal amount of clearing and grubbing as this alternate is the reconstruction of the existing highway to a wider 2-lane highway.

5. Noise

The location of the new road will continue traffic noise at its present level and will gradually increase as traffic increases. Some noise increase will be realized on the south side of the present road. A noise prediction nomograph has been developed for Alternates 1, 2, 3 and the "Do Nothing" Alternate. These nomographs are in Appendix A and indicate the FHWA noise design levels. The nomographs indicate the noise levels for both the existing traffic and for future traffic (2002). The existing noise levels for Alternates 1, 2, 3 and the "Do Nothing" Alternate are 63.4 dBA, 62.4 dBA, 61.8 dBA, and 63.4 dBA respectively. The predicted future noise levels for Alternates 1, 2, 3, and the "Do Nothing" Alternate are 65.6 dBA, 65 dBA, 62.9 dBA, and 65.7 dBA respectively. The noise levels for both the existing traffic and the future traffic are below the FHWA design noise level of 67 dBA. For this reason no noise retention walls or other abatement measures will be utilized on this project. Also, the numerous driveways throughout the project make the

use of noise barriers ineffective and impractical. The City-County Commissioners will be advised of the anticipated noise levels so further land-use planning may give consideration to the noise impacts.

6. Utilities

Among the utilities affected by this project are those owned by the Montana Power Company, Mountain States Telephone, Butte, Anaconda and Pacific Railroad Company and the Butte Water Company. The three proposed alternates have varying effects on the utilities. Costs of the utility relocations and modifications are indicated in Section IV.

7. Access

Access to religious, cultural, and recreational facilities will be improved for those persons that use the present road. Emergency services should be faster and school buses will have a more efficient and safer facility over which to transport students.

Private accesses in many locations along the present road are not adequate in comparison to current approach standards. Many of the existing driveways on the south side of the present road are too steep in comparison with what the present requirements are for new driveways. To perpetuate the existing private accesses, many of the driveways entering the new road will have to remain substandard in terms of steepness and landings. After the residences are shown how the new road and new access will affect their property, relocation of either an approach or home may be options they would favor. This particular access problem is most severe along the south side of the present road between Anaconda and the Embassy Bar. Alternate 1 would require more right-of-way in this area and consequently would be the most harmful in regard to this access problem. If the railroad were abandoned,

access to the south would probably be easier to provide for Alternates 1 and 2 since the road could be shifted to the north.

Each of the four proposed alternates pose other unique access considerations. A summary of each follows:

a. The "No-Build" Alternate

The highway presently has ± 57 approaches within the project limits. The current access pattern has primarily been random approaches for each ownership. The exception occurs in the middle of the project where two frontage roads collect traffic from the new residential developments, one north and one south of the present road (see Exhibit XII). During 1975 to 1977, 18.4 percent of the total accidents reported within the project limits were associated with approach traffic movements. Assuming that the current number of approaches could be limited to ± 57 , roadway sufficiency would continue to deteriorate as traffic volumes on the present road grow. The situation is made worse by the prospect of additional single ownership access and/or potential multiple approach access requirements of highway commercial activity.

b. Alternate 1: Four-lane

The additional right-of-way requirements for this proposed alternate would necessitate the removal of the existing south frontage road, and add an additional ± 30 single approaches directly to the present road. There is some potential to combine several of the south side approaches throughout the project length, but at best, this alternate would still increase the total number of approaches needed to service existing development.

The four-lane design would, however, substantially improve traffic flow conditions. The proposed design (see Exhibit II) provides a 16'

median which could serve as a safety zone-left turn lane. The additional center driving lanes could serve through traffic with local right-turning traffic using the outside lanes. One potential problem with this design, however, is the close spacing of each approach on both the north and south side, combined with common use of the median section by both north and southbound left turning traffic.

c. Alternate 2: Two-lane roadway with existing frontage roads

This alternate, the selected alternate, will not include the new north frontage road as proposed in the draft E.I.S. The new north frontage road was eliminated because many of the property owners involved were opposed to have the frontage road so close to their homes. There will be an effort to combine as many of the existing approaches as possible, where the new north frontage road was proposed, in order to partially eliminate the access problem. Access on the south side would be perpetuated much as it exists today.

d. Alternate 3: Two-lane roadway

Community and neighborhood access to the west valley would be along the present road if through traffic was removed from the existing facility. The existing facility would collect local traffic and funnel it into the city of Anaconda. This would offer an opportunity for substantial reduction in the amount of traffic on Alternate 3. The truck traffic associated with the quarry activity located at the project's west end could also be routed around the existing community development, thus improving safety and lessening the noise and air pollution impacts associated with this truck traffic to homes along the present road.

Limitation of access to Alternate 3 would be used to protect the facility from highway commercial strip development. Present access to

the south county road, approximately ten approaches, would have to be safely maintained.

If Alternate 3 were constructed the present highway would have to be maintained, probably by the County, to continue to provide access to the west valley.

8. Visual

Alternate 3 is the only alternate that would have significant visual impact. The view for the road use on Alternate 3 would be enhanced because the terrain in the south valley is higher and has much more tree cover than the present road.

Due to roadway construction, there will be a visual scar visible to the people residing in the project area. All disturbed areas, roadside ditches and cut and fill slopes will be revegetated to help maintain and enhance the scenic quality of the area and to reduce the visual impact the highway has upon the land.

9. Flood Plains and Wetlands

Alternates 1 and 2 would have the least impact upon the floodplain since involvement would be in areas of present involvement. Alternate 2, the selected alternate, which is primarily reconstruction of the existing highway, will have no significant impact on the existing floodplain delineated by the Department of Natural Resources. Only a minimal amount of floodplain storage volume would be lost in the area of the stream encroachments. Any channel realignments or encroachments will be designed so that the carrying capacity or floodway area that now exists is perpetuated. The new structure over Warm Springs Creek will be designed to assure compliance with current floodplain management regulations, as well as considering related environmental and economic factors.

Alternate 3 crosses the floodplain in various areas. These areas are:

- a. Near the end of the project, three crossings would be required at locations where bypass flow is shown on Exhibit IX. Culverts sized to accommodate any bypass flow could be used without causing any detrimental effects.

- b. The S.E. subalternate of Alternate 3 would cross the floodplain in an area where the floodway is shown on Exhibit VIII to be about 360 feet wide. The total base floodplain width parallel to proposed centerline of the S.E. subalternate is about 1,100 feet. This area has heavy cover of trees and brush and contains side channels. The S.E. subalternate would require dividing this area and filling of those low floodplain areas which may exist outside the floodway. In addition, the S.E. subalternate would have an additional longitudinal encroachment on the base floodplain for about 600 feet on the southerly side of the creek. This subalternate would require filling in of about 3 acres of the floodplain.

- c. The S.W. subalternate of Alternate 3 crosses the floodplain in an area where the floodway is shown to be about 45 feet wide. The total base floodplain width, parallel to centerline, at the proposed S.W. subalternate crossing is about 650 feet. This area also has heavy cover of trees and brush. This subalternate would require filling in of about 2 acres of the floodplain.

This project has been coordinated with the Montana Department of Natural Resources and Conservation (DNR&C). The DNR&C is the state agency responsible for coordinating floodplain management for the Federal Emergency Management Agency (FEMA). A copy of the DNRC's letter of coordination is included in Section IX.

The southerly roadside ditch of the existing road between the Embassy Club and the existing bridge does provide some floodwater storage and conveyance, conveys minimal flow during low flow periods, and provides a detention area for particulates from the roadway. This area may be considered an adjacent wetland under the Corps of Engineers Section 404 permit program. Portions

of this area would be lost with Alternate 1 and 2. Since the major value of this area is to protect water quality by collecting particulates from the roadway, such as sand, it is anticipated that as a mitigation measure similar areas will be provided, where possible, and utilized as collection/detention basins for storm water runoff from the new roadway.

As mentioned in Section II, the wetlands on this project are in the Palustrine system and are classed as emergent wetlands. They are less than two acres in total size, of poor quality and found only in the ditches along the present roadway. The majority of these wetlands are found in the south roadside ditches with a very minor amount found in the north roadside ditch. (See Exhibits XIII through XV.) The majority of these wetlands would be lost with Alternate 1. There appears to be no feasible and practical shift in the alignment of Alternate 1 that would avoid these wetlands. Alternate 2, the selected alternate, will have some impact on these wetlands. The wetlands in the north roadside ditch and some of the wetlands in the south roadside ditch would be lost with this alternate. Alternate 2 has been placed as close to the Butte, Anaconda and Pacific Railroad as possible. There appears to be no feasible and practical shift in the alignment of Alternate 2 that would avoid these wetlands. If the railroad were abandoned, wetland involvement would be reduced for Alternates 1 and 2 due to the northward shift of the road that would occur. Mitigation measures to minimize harm to these wetlands will include revegetation of slopes and slope warping. Alternate 3 would not affect these wetlands. Also, in order to minimize harm to the wetland the contractor will be required to comply with all State and Federal laws with regard to water pollution. Mitigation measures also might include those mentioned in the preceeding paragraph. In view of the location of the wetlands in the project area, we conclude that there is no practicable alternate

to construction of Alternate 2, and that we have included all practicable measures to minimize harm to the wetlands. In accordance with Executive Order 11990, the Federal Highway Administration concurs in this determination and has prepared a finding supporting this determination.

10. Traffic and Accidents

The decision of what the future needs of the new highway facility will be is partially determined by traffic counts. Since the beginning of the study for this project, the traffic counts have changed from 2,695 vehicles per day (1976) to 2,885 vehicles per day (1979).

The traffic volume in 1979 amounted to approximately 4,070 vehicles per day at a point located near the edge of Anaconda. The traffic volume near the western end of the project amounted to approximately 1,890 vehicles per day. About half of this traffic volume originates and ends in the residential areas located along the highway on the eastern half of the project. Approximately 1,700 vehicles per day of the total recorded at Anaconda appears to be traffic traveling to and from the west through the project area. With an average traffic volume of 2,885 vehicles per day on the present highway, we expect, in the year 2002, the traffic volume on the new highway to be approximately 4,530 vehicles per day.

The traffic volumes both present and future indicated on the present highway, only apply to Alternates 1 and 2. The traffic volume for Alternate 3 is expected to be 2,000 vehicles per day if this alternate is in existence in the year 1982. We expect the traffic volumes to be approximately 3,000 vehicles per day in the year 2002. Of the 1,890 vehicles per day that would be traveling on Alternate 3 if it were in existence today, 1,700 vehicles per day would be through traffic going and coming from the west while 190 vehicles per day would be the traffic volumes to and from the south valley residences and

the rock quarry. It is important to note that Alternate 3 would separate through traffic from residential traffic generated from the residences along the existing highway. The residential traffic that would be diverted at the eastern end of Alternate 3 would be approximately 2,180 vehicles per day. It is also important to note that approximately 25% of the accidents have involved residents within the west valley area, so perhaps the separation of the through traffic from the residential traffic would substantially reduce the number of accidents.

The accidents in the project area have been recorded in a computer since January of 1972. A tabulation of those accidents is given in Table 2.

The information in the table is separated into two time frames and also into two road sections. The time frames are divided into a before and after speed limit change. The speed limit was changed in May of 1975 from 55 mph to a combination of 35, 45 and 55 mph throughout the length of the project. The information is also separated into road sections. The information indicated between milepost 10 and 14.5 includes the total project length (see Exhibit XII for milepost locations). The information indicated between milepost 10 and 12.4 is the section of road between Anaconda and the western edge of the major residential area in the west valley area. This area can be considered a semi-urban area because of the many accesses connected to the present highway along this section of road.

Some of the important information gathered from our accident data is as follows:

1. 63% of the accidents have occurred between milepost 10 and 12.4.
2. 34% of the accidents between milepost 10 and 12.4 have been related to intersections and private approaches.

3. Since the speed zone changed in 1975, the severity rate of the accidents has decreased.
4. 50% of the fatalities that have occurred on this project since 1972 have been pedestrian related.
5. Approximately 25% of the accidents that have occurred between mile-post 10 and 14.5 have involved residents in the west valley area.

With the construction of either Alternates 1, 2, or 3, it is safe to assume there will be a reduction in the severity of the accidents as well as a reduction in the number of accidents.

IV. ALTERNATES

A. Alternate Descriptions

1. Project Limits

Three alternate alignments were considered for this 4.5 mile project. This project begins approximately 4.5 miles west of Anaconda and extends east 4.5 miles to Anaconda. Anaconda is located in Anaconda-Deer Lodge County which is in the southwestern area of Montana.

2. Alternate 1

Alternate 1 is a four-lane road without frontage roads which would extend from the Anaconda city limits to the western edge of the major residential development. From the western edge of the major residential development to the western end of the project, a two-lane roadway would be provided. Curb and gutter would be provided in the residential area. The frontage road presently on the south of the existing highway in the residential area would be eliminated with the four-lane alternate due to the lack of space. This frontage road is indicated on Exhibit XII. All residences to the south of the four-lane portion of road would require direct access to the new

road. This alternate was not selected because it would have the most wetland involvement, would cost more to construct than the selected alternate (Alternate No. 2), would require more stream realignment than Alternate No. 2, would possibly cause the relocation of two other houses and would eliminate the existing south frontage road. The extension of this alternate to the south as is indicated on Exhibit II would have created access problems to those on the south of the present road such as the Embassy Bar and many residents. This problem is explained in depth on pages 22 and 23.

3. Alternate 2 (The selected alternate)

Alternate 2 is a two-lane road that would extend the entire length of the project as two-lanes with curb and gutter in the residential area, and previously included a new north frontage road and the continuation of both the present north and south frontage roads. Three intersections providing access to the north and south would be provided as indicated on Exhibit XII. Private access would remain on the south of the present road between Anaconda and the Embassy Club.

Although this is the alternate selected, this alternate will not include the new north frontage road as proposed in the draft E.I.S. There will be an effort to combine many of the approaches where the new north frontage road was proposed in order to partially eliminate the access problem.

This alternate will provide a new facility for all the traffic in the project area as well as leave the flow of traffic where businesses exist on the present road. This alternate will require the least amount of right-of-way, it will retain the existing south frontage road, the alignment will remain straight, a sidewalk-bike path facility will be provided on the north side of the highway, and will require the least overall impact to the busi-

nesses and residents of the west valley. The impact on wetlands, floodplains and the stream realignment will not be substantial. If at some time in the future the railroad in the project area were abandoned, this alternate could be shifted to the north to utilize more railroad right-of-way. This would reduce the severity of many of the impacts or eliminate them entirely for Alternate 2. Some reduction of impact would occur for Alternate 1 also, but to a lesser degree.

4. Alternate 3

Alternate 3 is a two-lane road which would intermittently follow the existing graveled county road to the south of the present road which sometimes is referred to as the South Cable Road. The west end of the south alternate would return to the present road at one of two alternate locations. One connection with the present road would be near the Saddle Club just west of the relatively new residential area and the other connection would be near the curve on the western end of the project. Alternate 3 is also indicated on Exhibit XII.

This alternate was not selected. Some of the disadvantages with this alternate were: it would create a new corridor through the valley; there would be potential loss of customers to those businesses located on the existing road; it would have a less desirable alignment both horizontally and vertically and no provisions for a sidewalk-bike path; it would be more costly than the selected alternate. Other disadvantages would be the partial elimination of a housing subdivision near Anaconda as well as the development of a new strip-type development to an area where none now exists.

5. "No Build" Alternate

The fourth Alternate is the "no build" alternate which is to do nothing to change the existing situation. The only improvement of the roadway available with this alternate appears to be a continuation of the existing speed limits. If accident trends continue, the road would remain a high accident area. The existing road conditions mentioned on page 11 would also remain. This alternate was therefore not selected.

B. Cost Estimates of Alternates

1. Alternate 1 (4-Lane)

a. Construction

Roadway Construction -	\$ 1,744,700
Storm Sewer -	230,000
Bridge Structures -	280,800
25% for Contingencies & Engineering Costs -	<u>563,800</u>
Subtotal	\$ 2,819,300

b. Right-of-Way 26,300

c. Relocation

Homes -	17,000
Utilities -	<u>250,000</u>
Total -	\$ 3,112,600

2. Alternate 2 (2-Lane)

a. Construction

Roadway Construction -	\$ 1,377,700
Storm Sewer -	205,000
Bridge Structures -	264,200
25% for Contingencies & Engineering Costs -	<u>436,000</u>
Subtotal -	\$ 2,282,900

b. Right-of-Way 14,850

c.	Relocation	
	Homes -	17,000
	Utilities -	<u>169,500</u>
	Total	\$ 2,484,250

3. Alternate 3 (South West Subalternate)

a.	Construction	
	Roadway Construction -	1,490,900
	Bridge Structures -	188,000
	25% for Contingencies &	
	Engineering Costs -	<u>419,700</u>
	Subtotal	\$ 2,098,600

b.	Right-of-Way	277,900
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c.	Relocation	
	Homes -	30,000
	Utilities -	<u>240,900</u>
	Total -	\$ 2,647,400

4. Alternate 3 (South East Subalternate)

a.	Construction	
	Roadway Construction -	\$ 1,443,700
	Bridge Structures -	1,158,000
	25% for Contingencies &	
	Engineering Costs -	<u>650,400</u>
	Subtotal	\$ 3,252,100

b.	Right-of-Way	203,500
c.	Relocation	
	Homes -	30,000
	Utilities -	<u>380,600</u>
	Total	\$ 3,866,200

Alternate 3 would relocate the highway to the south of the existing highway which would require someone such as Anaconda-Deer Lodge County to undertake the maintenance costs and maybe the eventual reconstruction of the present highway. The maintenance costs of the existing highway are approximately \$5,800 per year. With Alternate 3 eliminating the South Cable Road, approximately \$2,000 of county road maintenance costs would be eliminated and consequently the county would have to undertake an additional road maintenance cost of approximately \$3,800 if Alternate 3 was constructed.

5. Impact Summary Chart

The following is a chart which gives brief information on the impacts dealing with Alternates 1, 2 and 3.

IMPACT SUMMARY CHART

	Alternate 1	Alternate 2	Alternate 3 S.E. Sub.Alt.	Alternate 3 S.W. Sub. Alt.
Length	4.5 miles	4.5 miles	4.8 miles	4.8 miles
Right-of-way (Acres)	4.1	5.13	51.2	71.3
Total Cost	\$3,112,600	\$2,484,250	\$3,866,200	\$2,647,400
Homes Displaced	One house, one garage One shed & possibly 2 other houses	One house One garage	Two houses One mobile home Two garages	"
Wetland	Most Involvement	Some Involvement	No Involvement	"
Stream Realignment	1,100 ft. of realignment required	350 ft. of realignment required	No realignment required	"
Floodplain	Some infringement required	Some infringement required	Most amount of infringement	"
Traffic	Remain in present highway corridor	Remain in present highway corridor	Divert truck and thru traffic around the residential areas	"
Economic Effect	No significant effect in the area	No significant effect in the area	Some loss of business to the businesses along the present road	"
Fish & Wildlife	Minor effects	Minor effects	Minor effects	"
Access	Improved except for some residences south of the present road	Improved but will be restricted to designated points	Improved in the south valley	"
Sidewalks	Provided between milepost 10 and 12.4	Provided between milepost 10 & 12.4	Not provided	"
Alignment	Changed very little from what presently exists	Changed very little from what presently exists	Change the horizontal and vertical alignment greatly	"
Cost to Relocate Utilities	\$250,000	\$169,500	\$380,600	\$240,900

V. PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

In order to provide an adequate highway facility to accommodate present and expected traffic volumes, new right-of-way will have to be acquired. As homes are located adjacent to the existing narrow right-of-way, displacement cannot be avoided.

Floodplain impacts under each alternate as previously discussed cannot be avoided, they are very minor. The minor wetland impacts previously discussed can be mitigated to an acceptable level. Stream realignment is being held to a minimum.

If railroad abandonment were to occur at some future time, most of the environmental impacts could be reduced in their severity or eliminated entirely.

Adverse environmental impacts of construction such as air, noise and water pollution, detours, and time delays will occur during and for a short time after construction.

VI. RELATIONSHIP BETWEEN SHORT TERM USES AND LONG-TERM PRODUCTIVITY

The short-term uses of the environment for this project would consist of disruption of the area and traffic flow during construction, residential relocation, and the taking of residential and commercial land. Traffic flow would be impeded during construction due to the detouring. The short term stream realignment should heal and growth should be re-established with little environmental damage.

The major long term effect would be the provision of a safe and efficient transportation facility to serve the traveling public. Another long term effect of this project will be the change in land use. Alternate 1 and Alternate 2 would change some residential and commercial property to highway

right-of-way. Alternate 3 would change some residential and agricultural land to highway right-of-way.

VII. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The land acquired for the right-of-way will no longer be available for agriculture, potential wetlands, residential use, or wildlife habitat. The commitment of construction materials, money and labor is irreversible in that it cannot be used for another project. Approximately 221,346 gallons of number two diesel fuel and 1,909 tons of bituminous material will be used in the construction of the project.

Encroachment on Warm Springs Creek by highway construction on Alternates 1 and 2 would not cause the stream to become unstable but would require some realignment. Details of these impacts are discussed in section III.

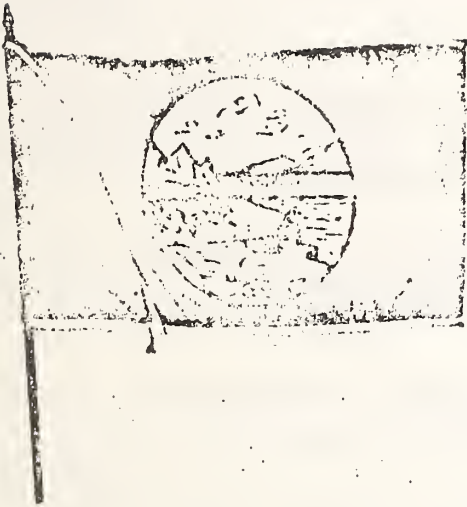
VIII. IMPACT ON PROPERTIES AND SITES OF HISTORICAL AND CULTURAL SIGNIFICANCE

The National Historical Register has been consulted and there are no national historical sites located in the project area. A cultural resource survey has been conducted in the project area. A report concerning that survey has been reviewed by the State Historic Preservation Officer. Correspondence is included that indicates there is no alternate proposed that will affect any known eligible resource. This correspondence also indicates compliance with Executive Order 11593 and Sec. 106 of the Historic Preservation Act.

IX. COORDINATION WITH OTHERS

There is considerable correspondence on file with the Department of Highways documenting the consultation and coordination with other agencies and organizations during the development of this study. Following are some of the correspondence documents.

THOMAS L. JUDGE
GOVERNOR



STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

May 20, 1975

IN REPLY REFER TO:

RF 164(17)
West Valley Highway -
Anaconda

(Sent to Attached List)

Gentlemen:

The Montana Department of Highways is beginning the development of a project on a portion of U.S. Highway 10A west of Anaconda. The project begins near the west Anaconda city limits and extends about 4.5 miles westerly along the present highway. The location is shown on the attached map.

The project is presently in the preliminary engineering phase which will consist of location studies. Various alternate routes will be studied. Included will be alternates to the north and south of the present road as well as the present road. Various four-lane and two-lane treatments as well as provisions for frontage roads and/or limited access will be considered.

Traffic accident reports from 1969 to 1973 indicate numerous accidents occurred when vehicles were turning onto or off of the highway. Many of the reported accidents occurred on weekends.

This road serves several recreation areas such as Georgetown and Silver Lakes, Discovery Basin ski area, the Pintlar Wilderness Area and surrounding U.S. Forest Service areas. The present roadway is about twenty-four feet wide.

Our purpose in writing to you at this time is to inform you and those on the distribution of our intentions to perform these studies and to ask you to provide any information that you may have concerning the proposal. This information could pertain to any problems that you feel the project could cause, environmental concerns you may have, or views or opinions for or against the proposal.

A public hearing will be held at the appropriate time to allow the public to voice their opinions concerning the alternates.

The following list indicates those to whom this letter is being sent. If you are aware of other agencies, groups, or individuals that might be concerned and are not on the list, please notify us and we will contact them.

- 39 -

GEORGE VUCANOVICH, CHAIRMAN
HELENA

WILLIAM KESNER, VICE CHAIRMAN

G. R. JOHNSON

P. L. SACHILLER

JAY LA LONDE

Defense Civil Preparedness Agency
Federal Regional Center
Bothell, Washington 98011

Department of Fish & Game
Administrator Recreation & Parks
Sam W. Mitchell Building
Helena, Montana 59601

Department of Fish & Game
Assistant Administrator (2 copies)
Environment & Information Division
Sam W. Mitchell Building
Helena, Montana 59601

Department of State Lands
Commissioners Office
Capitol Station
Helena, Montana 59601

Dept. Natural Resources & Conservation
Administrator Conservation District Div.
32 South Ewing
Helena, Montana 59601

Dept. Natural Resources & Conservation
Director
32 South Ewing
Helena, Montana 59601

Dept. of Intergovernmental Relations
Aeronautics Division
P.O. Box 1698
Helena, Montana 59601

Environmental Quality Council
Director (2 copies)
P.O. Box 215 Capitol Post Office
Helena, Montana 59601

Federal Housing Administration
Housing & Urban Development
Director
616 Helena Avenue
Helena, Montana 59601

Friends of the Earth
P.O. Box 882
Billings, Montana 59103

Institute of Applied Research
Montana State University
Bozeman, Montana 59715

Montana Automobile Association
P.O. Box 1703
Helena, Montana 59601

Montana League of Conservation Voters
1823 Highland
Helena, Montana 59601

Montana Stockgrowers Association
Secretary
P.O. Box 1679 First National Bank Bldg.
Helena, Montana 59601

Montana Wildlife Federation
Chairwoman, Highway Committee
1015 Peosta
Helena, Montana 59601

Mr. Clark Neilson
Dept. of Health & Environmental Sciences
Air Quality Bureau
Cogswell Building
Helena, Montana 59601

Mr. Richard P. Graetz
P.O. Box 894
Helena, Montana 59601

Sierra Club
Bitterroot Mission Group
P.O. Box 315
Missoula, Montana 59801

State Clearinghouse
Office of Budget & Program Planning
Capitol Post Office
Helena, Montana 59601

The Wilderness Society
4260 East Evans Avenue
Denver, Colorado 80222

U.S. Department of Interior (14 copies)
Assistant Secretary-Program Policy
Attn: Director, Environmental Proj. Review
Washington, D.C. 20240

U.S. Department of Transportation
Federal Highway Administration
501 North Fee
Helena, Montana 59601

U.S. Coast Guard
Commander (oan)
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98122

U.S. Dept. of Agriculture
State Conservationist
Soil Conservation Service
P.O. Box 970
Bozeman, Montana 59715

U.S. Dept. of Transportation
Federal Aviation Administration
FAA Building, Room 2
Helena Airport
Helena, Montana 59601

Anaconda Chamber of Commerce
Marcus Daly Hotel
200 Main
Anaconda, Montana 59711

Anaconda City-County Planning Board
Deer Lodge County
404 East Park Avenue
Anaconda, Montana 59711

Anaconda Co.
Anaconda, Montana 59711

Board of County Commissioners
Deer Lodge County
Anaconda, Montana 59711

MAYOR
401 E. Coal Avenue
Anaconda, Montana 59711

POSTMASTER
218 Main
Anaconda, Montana 59711

Charles G. Johnson
300 East Commercial
Anaconda, Montana 59711

Sheriff's Office
Deer Lodge County
Anaconda, Montana 59711

West Valley Volunteer Fire Dept.
401 East Commercial
Anaconda, Montana 59711

Representative Joe F. Kanduch, Sr.
Barker Creek
Anaconda, Montana 59711

School District No. 10
Thomas Radonich, Chairman
212 Howe
Anaconda, Montana 59711

John Kain
City Engineer
City of Anaconda
Anaconda, Montana 59711

Very truly yours,

H.J. ANDERSON
DIRECTOR OF HIGHWAYS

By Stephen C. Kologi
Stephen C. Kologi, P.E., Chief
Preconstruction Bureau

32:SCK:KFS:JCU:mn
Attachment

cc:	S.C. Kologi	w/attch.
	R.E. Champion	"
	P.R. DeVine	"
	D.D. Anderson	"
	R.B. Dundas	"
	~~L.B. Fox~~	~~"~~
	D.S. Johnson	"
	Peter Berry	"
	K.F. Skoog	"

BUTTE, ANACONDA & PACIFIC RAILWAY COMPANY

L. V. KELLY

RESIDENT AND GENERAL MANAGER

ANACONDA, MONTANA 59711

August 9, 1977

Mr. H. J. Anderson
Director of Highways
State of Montana
Helena, Montana 59601

Attention: Gerald L. Anders, P.E.

Date Rec'd. AUG 10 1977	
Act.	Info
	RYM BUREAU
	Mail Route
	EO Chief
	GI Asst. Chief
	G2 Plans
	EG Assistant
	GI Assistant
	EG Asst.
	GI Permits
	GI Land
Gen. Par.	FILE
	Proj. Unit

Re: West Valley Highway - Anaconda

Dear Mr. Anderson:

Sorry about the delay encountered in giving you an earlier answer to your letter of June 21, 1977, followed up by your letter of July 28, both in connection with the above captioned subject matter.

After due consideration and study, I can now advise you that the Butte, Anaconda & Pacific Railway Company will cooperate with the Montana Department of Highways in connection with the various studies relating to possibilities for re-routing or widening the present 10-A road west of Anaconda. The entire matter has been reviewed with Maintenance of Way Engineer D. M. Bisch, who concurs with the cross-sectional view of the West Valley highway prepared by Mr. Anders.

As General Manager of the Railroad, I'm authorized to advise you that, subject to corporate approval, we can make available a 5 foot strip on the south side of the track right-of-way line, together with 22 feet on the north side of Brown's Line. However, there should be a definite understanding that either a sturdy guard rail or right-of-way fence should be installed along the 22 foot right-of-way line in the interest of safety for all concerned.

r. H. J. Anderson
August 9, 1977
Page two

Your office may or may not be aware of buried telephone cables and other wires along the south right of way, and I'm sure there are many poles along the north side of our Railroad that would have to be removed in order to provide the required amount of land on the north side of the track.

Please keep us informed of any new developments in regard to the various proposals.

Very truly yours,

*L. V. Kelly
by gup*

LVK: med

cc: Mr. G. W. Parker
Mr. D. M. Bisch
Mr. T. F. Driscoll

BUTTE, ANACONDA & PACIFIC RAILWAY COMPANY

L. V. KELLY

ANACONDA, MONTANA 59711

RECEIVED
MAY 25 1979

May 24, 1979

HELENA, MONTANA

Mr. Stephen C. Kologi, P.E.
Chief-Preconstruction Bureau
Department of Highways
State of Montana
Helena, Montana 59601

Re: F 19-1 (04)
W. Valley Hwy. - Anaconda

Dear Mr. Kologi:

I have your letter inquiry dated May 15, 1979 concerning the above captioned subject matter.

While our Brown's Spur Line is presently not being used for the movement of lime rock and other materials, nonetheless the B.A. & P. Railroad has no present or projected plans to abandon this segment of track.

Sincerely yours,

Leo V. Kelly

LVK:med

cc: Mr. John J. O'Brien
Mr. William P. Mufich
Mr. David M. Bisch

Date Recd. Preconst. 5/25/79				
Act	Info	MAIL ROUTE	Attach	Initial
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		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environmental		
		34 Hydraulic		
		35 Surfacing Design		
		35 Photogrammetry		
		<i>Chambers</i>		
		37 Traffic		
		37 Pub. Hearing		
		38 Sec. Urban		
		39 Consultant Design		
		<i>RAPP</i>		
		File		

Act	Info	MAIL ROUTE	Attach	Initial
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		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environmental		
		34 Hydraulic		
		35 Surfacing Design		
		35 Photogrammetry		
		<i>Chambers</i>		
		37 Traffic		
		37 Pub. Hearing		
		38 Sec. Urban		
		39 Consultant Design		
		<i>RAPP</i>		
		File		

JUN 20 1971



The Big Sky Country

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	CENTRALIZED SERVICES
	ACCOUNTING
	DATA PROCESSING
	PLANNING & RESEARCH
	ENGINEERING
	PERFORM. BUREAU
	BRIDGE
	CONSTRUCTION
	MATERIALS
	PEPCON SECTION
	RIGHT-OF-WAY
	GROSS VEHICLE WEIGHT
	LEGAL
	MAINTENANCE
	PICATOR POOL
	PERSONNEL
	OTHER

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

DEERLODGE NATIONAL FOREST

BUTTE, MONTANA 59701

March 24, 1978

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

7700

State of Montana
Department of Highways
Helena, MT 59601

Reference F19-1 (04)
Formerly RF164 (17)
W. Valley Highway - Anaconda

Gentlemen:

The proposed W. Valley Highway route west of Anaconda and the proposed alternate routes have been reviewed against the criteria of Section 4(f) of the Department of Transportation Act of 1966, Public Law 80-670 as amended by the Federal-Aid Highway Act of 1968, Public Law 90-495, Section 18.

Since this route crosses an area of public land under National Forest designation as the agency having jurisdiction of these public lands, we have determined that the route does not encroach on or use land from any of the types of specially designated areas in the above public laws.

This determination was made by a responsible federal official's review of the following documents which are on file in the United States Attorneys' Office, Butte.

1. Section 4(f), Public Law 80-670 as amended by the Federal Aid Highway Act of 1968.
2. Public Law 90-495, Section 18.

Sincerely,


KARL MECKLENBURG
Forest Supervisor



WEST VALLEY HIGHWAY ANACONDA
STATEMENT

The S.W. Subalternate route of the proposed project crosses a small parcel of National Forest located in Section 25, T5N, R12W, P.M.M. This land was acquired from the BLM in 1966 and is separated from other National Forest by the existing West Valley highway. Much of the parcel is covered by brush and aspen trees. Warm Springs Creek passes through the parcel.

The Deerlodge National Forest has no definite plans for this extremely irregular shaped parcel although the area has been mentioned for a possible land exchange. There presently is one residence on the site.



DENNIS L. JOHNSON
Acting District Ranger
Deer Lodge Ranger District

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

REGION EIGHT

Montana Division

Federal Office Building

301 S. Park, Drawer 10056

Helena, Montana 59601



JUL 15 1979

July 3, 1979

HELENA, MONTANA

IN REPLY REFER TO:

HEB-MT

Mr. Ronald P. Richards, Director
Montana Department of Highways
Helena, Montana 32-SCK

Gentlemen:

Subject: Montana F 19-1(4) Anaconda - West Valley Highway

On July 2, 1979 Mr. H. J. Ollila of this office made an on-site review of the US Forest Service lands in Section 25, T 5N, R12W on the subject project. His independent review confirms that the USFS determination in the letter dated March 24, 1978 is correct and the route does not encroach on or use public lands covered by Section 4(f).

Sincerely yours,

H. N. Stewart
H. N. Stewart
Division Administrator

Date Recd. Preconst. <i>7/6/79</i>		MAIL ROUTE	
Act	Info	Attach	Initial
	30		
	30 Eng. Specifications		
	30 Contract Plans		
	30 Loc. Road Design		
	30 Utility Detail		
	30 Traffic		
	30 Environmental Design		
	30 Construction		
	30 Construction Design		

Rapp

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

Box 728
Deer Lodge, Montana
59722

Date Recd. Processed: 7/17/79			
Act	Info	MAIL ROUTE	Attach
		30	
		30 Eng. Specialties	
		31 Contract Plans	
		32 Loc. Road Design	
		33 Environmental	
		34 Hydraulic	
		35 Surfacing Design	
		36 Traffic Engineering	
		37 Traffic	
		38 Pub. Hearing	
		38 Soc. Urban	
		39 Consultant	
		File	

July 16, 1979

Stephen C. Kellogg, PE
State of Montana Department of Highways
Helena, Montana

Dear Stephen,

I have reviewed the areas noted in alternatives in your F 19-1
(4) West Valley Highway near Anaconda. I found no prime or unique
farmlands in the designated road locations.

Sincerely,

Kit B. Sutherland
Kit B. Sutherland,
District Conservationist

cc. Ron Batchelor, State Office





MONTANA HIGHWAY COMMISSION

RECEIVED

JUL 18 1975

HELENA, MONTANA

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE

711 Central Avenue
Billings, MT 59102

July 16, 1975

Date Recd. Preconst.		Act	Info	MAIL ROUTE	Attach	Initial
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Your Reference:

RF 164 (17)

West Valley Highway -
Anaconda

Mr. Stephen C. Kologi
Chief, Preconstruction-Bureau
Department of Highways
Helena, MT 59601

Dear Mr. Kologi:

Your letter dated May 20, 1975, concerning study intentions involving 4.5 miles of U.S. Highway 10A west of Anaconda, was forwarded to this office by the Office of Environmental Project Review, Department of Interior. Our comments are provided to assist in your environmental assessment of the project and to aid in planning only.

Based on the limited data provided with your letter and on informal consultation with Montana Department of Fish and Game personnel, we do not anticipate that the proposed project will create any substantial adverse impacts on fish and wildlife resources. However, this section of the highway crosses Warm Spring Creek, an excellent cold water fishery containing rainbow and cutthroat trout. Care should be taken to preserve the fishery in this stream by excluding heavy equipment and construction debris from these waters. Furthermore, we recommend that no stream channelization or rip-rapping be accomplished and that clear-span bridges rather than culverts be used for stream crossings. In addition, the Montana Department of Fish and Game's Anaconda Hatchery is located a short distance downstream of the present highway. This hatchery utilizes water from Warm Spring Creek at certain times of the year, so hatchery personnel should be contacted before beginning any construction that might lead to sedimentation in the creek.

Increased highway speeds, after improvement, may result in a higher rate of road kills of mule deer. Therefore, signs warning motorists of this hazard should be placed in critical deer crossing areas.

Thank you for the opportunity to comment.

Sincerely,

James C. Salinas

James C. Salinas



STATE OF MONTANA



DEPARTMENT OF

FISH AND GAME

Helena, Montana 59601

July 7, 1975

Mr. H. J. Anderson, Director
Department of Highways
Helena, Montana 59601
Attention: Stephen C. Kologi

Dear Mr. Anderson:

This letter is in response to letters of intent on the following projects for which we have comments as described below:

Brockway - South, Secondary Route 253, RS 302 (4) - We foresee no particular problems with this project. We would like to see a bridge rather than a culvert installed on Duck Creek, if possible, and, as indicated in your letter, a bridge over the Redwater River is preferable to a culvert. We also would be interested in investigating the feasibility of developing a recreational lake on Duck Creek as part of the highway project.

Columbus North, RS 129 (15) - Since the alignment is indefinite on this project we would like to see encroachment on Keyser Creek kept to a minimum and precautions taken to prevent sedimentation due to the project from entering Keyser Creek and, particularly, the Yellowstone River.

Kagy Boulevard - Bozeman, Willson Avenue to Highland Boulevard, M 1212 (1) - We foresee no particular problems on this project except at bridge crossings of Bozeman Creek, Spring Creek, and Middle Creek Ditch. These streams all contain fish populations. We would like to see bridges retained at all stream crossings, particularly on Bozeman Creek. However, properly installed culverts would be an alternative on Spring Creek and Middle Creek Ditch.

West Valley Highway - Anaconda, RF 164 (17) - This project presents several possible problems, as follows: (1) Since the alignment is not yet decided, there is the potential for encroachment and possible channel changes in Warm Springs Creek. We would like to see this avoided. (2) Warm Springs Creek furnishes the water supply for the Washoe Park Trout Hatchery from March 1 to October each year. This water supply must remain free of sediment, and precautions must be taken to prevent sedimentation due to construction along Warm Springs Creek from entering the hatchery water supply. (3) There is a recreation area north of Highway 10A at the Anaconda city limits. This is the old Hefner Dam area which furnished water to the old Anaconda Smelter years ago. This area presently is undeveloped but provides fishing opportunities and an area for waterfowl in a natural setting. Alternate highway routes should consider avoiding this area. (4) We would like to see bridges retained on Warm Springs Creek crossings.

Cascade - Ulm Loop, RS 77 (7) - The Smith River is a popular fishing stream. Realignment of the highway along the river should avoid channel changes and encroachments. Bridges should be retained at all river crossings. There are also areas along the present road which provide habitat for pheasants. We would like disturbances to these areas kept to a minimum during construction.

Mr. H. J. Anderson
July 7, 1975
Page 2

Havre - North, Secondary Route 233, RS 122 (2) - We foresee no particular problems with this project. Bridges should be retained at stream crossings or culverts placed on grade to facilitate any fish passage which might be necessary.

Sincerely,

Ralph W. Boland, Assistant Administrator
Environment and Information Division

by: *Liter E. Spence*
Liter E. Spence, Water Resources Supervisor

RWB:LES:ale

xc: Jim Ford
LeRoy Ellig
Nels Thoreson
Roger Fliger
Richard L. Johnson
Keith Seaburg
Bob Mitchell

Date Recd. Preconst. <u>7/13</u>				
Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Des.gn		
		33 Environmental		
		34 Hydraulic		
		35 Surfacing Design		
		35 Photogrammetry		
		36 Traffic		
		37 Pub. Hearing		
		38 Sec. - Urban		
		39 Consultant Design		
		File		

Date Recd. Preconst.	7-28-75
Initial	
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MAIL ROUTE	Helena, Montana 59601
	July 21, 1975
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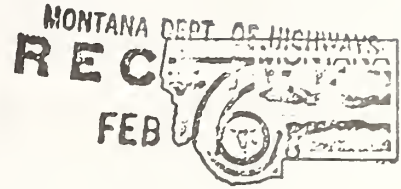
Dear Mr. Anderson:

Officer

STATE OF MONTANA



DEPARTMENT OF FISH AND GAME



HELENA, MONTANA

Helena, Montana

February 3, 1978

Mr. Steve Kologi, Chief
Preconstruction Bureau
Department of Highways
Helena, Montana

Dear Steve:

Subject: F 19-1 (04); formerly RF 164 (17); W. Valley Hwy. Anaconda

I am in receipt of your letter dated January 30, 1978, regarding the above subject. The Parks Division does not administer lands in the area of the proposed project nor do we have plans of acquiring lands in the vicinity of the proposed project.

Sincerely,

Ron Holliday

Ron Holliday
Administrator
Parks Division

ACT	INF	RETURN TO 11 & F MAY BE RETAINED DIRECTOR
		CENTRALIZED SERVICES
		ACCOUNTING
		DATA PROCESSING
		PLANNING & RESEARCH
		ENGINEERING
		PRECISION BUREAU
		CRUISE
		CONSTRUCTION
		MATERIALS
		PRECISION SECTION
		RIGHT-OF-WAY
		CROSS VEHICLE WEIGHT
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Date Recd. Preconst. 2/7/78		MAIL ROUTE	Initial
Act	Info	30	
		30 Eng. Specialties	
		31 Contract Files	
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		33 Environmental	
		34 Hydraulic	
		35 Surface Design	
		36 Construction	
		37 Traffic	
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THOMAS L. JUDGE
GOVERNOR

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

RONALD E. RICHARDS
DIRECTOR OF HIGHWAYS

January 15, 1979

IN REPLY REFER TO

F 19-1 (4)
W. Valley Hwy. -
Anaconda

Ralph W. Boland, Assistant Administrator
Department of Fish and Game
Ecological Services Division
Fish and Game Building
1420 East Sixth Avenue
Helena, Montana 59601

Dear Mr. Boland:

As you are aware from previous meetings and correspondence, we are preparing an Environmental Impact Statement for the above referenced project. Attached is a Location Planning Report which explains the alternates for this project.

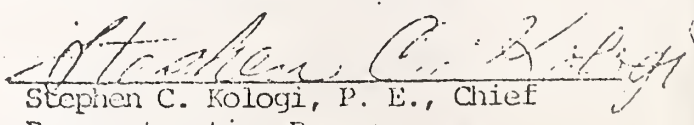
All three alternates will have bridges which span Warm Springs Creek. The locations are indicated on the attached aerial photography.

The two alternates proposed in the location of the present road will require stream realignment between Stations 181+00 and 192+00. The location of the stream realignment is indicated on the attached aerial photography, and is also indicated on the last page of the attachments. Both alternates will require complete realignment to the south.

The south alternate intermittently follows a road that presently exists to the south of the PIW. Our Environmental Unit has reviewed the area and reports that no known big game winter ranges or migration routes will be distributed by this project. They have also not found any endangered species in the immediate area.

We would appreciate your comments on the above so that we can document our coordination with your office.

Very truly yours,


Stephen C. Kologi, P. E., Chief
Preconstruction Bureau

32-SCK:MAL:mg
Attachment

GEORGE VUCANOVICH, CHAIRMAN
HELENA

- 56 -

DAVE MENALLY
DIRECTOR

BAXTER LARSON
WILF PENT

cc: S. C. Kologi

Helena, MT 59601
March 7, 1979

Dear Steve:

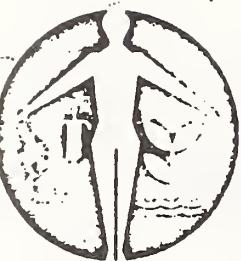
With the information presently available, I believe we would favor the PTW alternate to avoid further roading of the valley. Should a different alternate be selected, clear span bridges should be used for any crossings of Warm Springs Creek. The stream contains high quality water and supports an excellent trout population.

Robert F. Wambach
State Fish and Game Director

Ralph W. Boland
Assistant Administrator
Ecological Services Division

cc: Jim Ford, Attn: Dennis Workman
Jim Vashro

[illegible]



4 Mail & File
Department of Health and Environmental Sciences
STATE OF MONTANA HELENA, MONTANA 59601

John S. Anderson M.D.
DIRECTOR

May 27, 1975

Stephen C. Kologi, P.E., Chief
Preconstruction Bureau
Department of Highways
Helena, MT 59601

Re: RF 164(17)
West Valley Highway--
Anaconda

Dear Mr. Kologi:

We have reviewed the plans of the referenced project and find there should be no adverse effects on air quality from the construction of this project. Because of the number of people living along the area, extra precautions will be necessary to control dust during the course of construction. Beyond this, we know of nothing existing or planned that would adversely affect this project in air quality considerations.

Sincerely,

R. Clark Neilson
R. Clark Neilson
Air Pollution Control Specialist
Air Quality Bureau

RCN:dmg

Date Recd. Preconst. <u>6-3-75</u>				
Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Stipulating		
		31		
		32 Eng. Design		
		33 Environmental		
		34 Hydraulic		
		35 Surveying Design		
		35 Environmental		
		<i>Dundis</i>		
		36 Traffic		
		37 Pub. Hearing		
		38 Soc. Urban		
		39 Consultant Design		
		81		
		<i>Pile</i>		



Department of Health and Environmental Sciences
STATE OF MONTANA - HELENA, MONTANA 59601

AIR QUALITY BUREAU
Cogswell Building
449-3454

A. C. Knight, M.D., F.C.C.P.
Director

July 10, 1979

Mr. Stephen C. Kologi
Chief Preconstruction Bureau
Montana Department of Highways
Helena, MT 59601

Re: F19-1(4) West Valley Highway,
Anaconda

Dear Mr. Kologi:

The Anaconda area has been designated non-attainment for sulfur dioxides only. The State Implementation Plan (SIP) however, contains several general provisions of statewide applicability. The project itself is not affected by any requirements specific to the Anaconda area. As with all such projects, the permitting and emission standards of the SIP apply to crushing or paving operations. Also, open burning of slash from clearing operations, if any, are subject to regulations.

Within these limitations, the project does not conflict with the SJP.

Sincerely,

Jon N. Bolstad
Engineering Supervisor

[illegible]

JNB:pd



MONTANA DEPT. OF HIGHWAYS
RECEIVED

FEB 24 1978

MONTANA HISTORICAL SOCIETY
Founded 1865

225 N. ROBERTS

PHONE (406) 449-2004

HELENA, MONTANA 59601

February 23, 1978

Mr. Stephen C. Kologi, P.E. Chief
Preconstruction Bureau
Department of Highways
Helena, MT 59601

F19-1 (04)
Formerly RF164 (17)
W. Valley Hwy. - Anaconda

Dear Mr. Kologi:

Our files reveal no locations of historical or archaeological sites within the above proposed project area. No survey has been conducted.

Please arrange for an archaeological/historical survey and submit the report to this office for further comment.

Thank you.

Sincerely,

Ken Korte
State Historic Preservation Officer

KK/prb

Stamp: FEB 24 1978
Stamp: 601

Date Recd. Preconst. 2/24/78	
Act	Info
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Stamp: 601



WHAT:

PUBLIC INFORMATIONAL MEETING
HIGHWAY CONSTRUCTION PROJECT
WEST OF ANACONDA



WHEN:

TUESDAY, APRIL 26, 1977

7:30 P.M.

WHERE:

CITY COUNCIL CHAMBERS

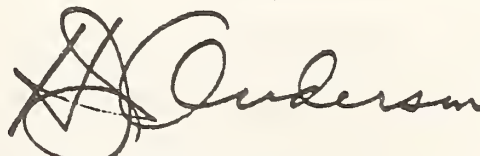
ANACONDA, MONTANA



WHY:

The project begins near the west Anaconda city limits and extends approximately 4.5 miles westerly along existing U.S. Highway 10A, with several alternate alignments being studied. Department of Highways' personnel will be present to answer general questions about the different alignments of the proposed project.

Persons interested in or affected by the proposal are invited to attend the meeting so that continued public comment can be included in the decision-making process of the highway project. Displays of the project with alternate alignments will be available for public review at the City-County Planners office at 103 Main Street (corner of Main Street and Commercial Avenue) on the second floor for a week prior to the public meeting. Tuesday's meeting is for informational purposes only. A formal public hearing will be scheduled at a future date.



H. J. ANDERSON
Director of Highways

HEARING SUMMARY

F-19-1 (4)

West Valley-Anaconda

A Location Hearing was held in the Deer Lodge County Courthouse in Anaconda, Montana on Tuesday, December 11, 1979 at 7:30 P.M.

The project proposed four alternates: four lane on P.T.W.; two lane on P.T.W. with frontage north of B.A.P. Railroad; two lane by-pass, south side of valley (new alignment); and "No Build".

1. There were 42 people in attendance.
2. General questions and discussion involved:
 - a. Where to move power line - sewer is planned.
 - b. Handling of sediment if creek moved, speed limit, high water.
 - c. Why not buy Railroad and use that right-of-way.
 - d. Strange suggestions - needs an overpass west - use Alternate 3 and form a couplet.
3. Added alternates - build three on P.T.W.
4. Opinions expressed on various alternates:

	<u>FOR</u>	<u>AGAINST</u>
a. Alternate 1	2	1
b. Alternate 2 (Frontage)	1	5
Alternate 2 (No Frontage)	5	0
c. Alternate 3	5	2
d. "No Build"	4	

5. Meeting closed at 9:45 P.M.

ADDITIONAL COORDINATION

SINCE DISTRIBUTION OF DRAFT

E.I.S.

[illegible]

JAN 24 1999

Subject: Endangered Species Act Coordination

From discussions with biologists from the Montana Department of Highways and the Research Bureau of the Montana Department of Fish and Game we have learned that two species of endangered wildlife may be found to occur within the project area. These are the bald eagle (*Haliaeetus leucocephalus*) and the Peregrine falcon (*Falco peregrinus*). Neither is known to occur as a resident or a breeding species, but may occur as migrants or wintering species on a casual basis.

- 64 -

We feel that the impact of a new facility on existing alignment will not significantly affect the habitat that includes Warm Springs Creek and that we have adequate controls on water quality in Montana State laws and in the Department of Highways specifications that we can maintain existing water quality.

We welcome any comment from you as to whether or not the proposed project may affect any endangered species. If there is an effect we would also like your opinion as to whether or not the action is likely to jeopardize any species or destroy or adversely modify critical habitat.

Thank you for your cooperation.

Sincerely yours,

ORIGINAL SIGNED BY
H. H. STEWART

H. H. Stewart
Division Administrator

Attachment

cc. Region HED-03
State 39-SCK/LRR ✓



United States Department of the Interior
FISH AND WILDLIFE SERVICE

MAILING ADDRESS

Post Office Box 25488
Denver Federal Center
Denver, Colorado 80225

STREET LOCATION

134 Union Blvd
Lakewood, Colorado 80228

U.S. S. Arterial
Conda
80-I-154)

FEB 22 1980

Mr. H. N. Stewart
Division Administrator
Federal Highway Administration
Federal Office Building
301 South Park, Drawer 10056
Helena, MT 59601

Dear Mr. Stewart:

This is in response to your letters of January 21 and 23, 1980, regarding your assessment of impacts a new highway facility on U.S. 10A west of Anaconda, Montana, and a new south arterial highway in Great Falls, Montana, may have on endangered and threatened species.

In a letter of December 12, 1979, we provided you with a list of species that may occur in the Anaconda project area per your request on November 27, 1979, made in accordance with the Endangered Species Act Amendments of 1978 (ESAA). This procedure was not followed on the Great Falls project, and we assume you elected to prepare the biological assessment based on your knowledge of which species occur in the area. You should notify the Fish and Wildlife Service (FWS) in writing of future construction projects for which you choose to prepare a biological assessment without requesting a species list from FWS. This would include only construction projects that are major Federal actions requiring an environmental impact statement (EIS). Your assessment of the south arterial covers all listed species that may occur in the area. There are no proposed species that may occur in the area.

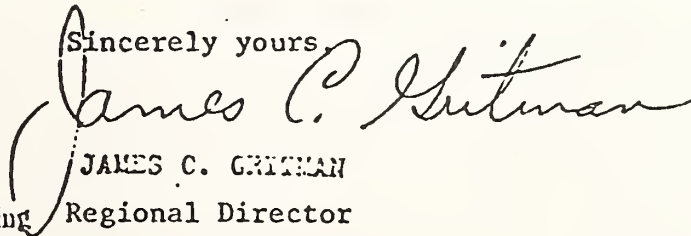
The purpose of your assessments, as required by Section 7(c) of the ESAA, should have been to determine whether or not the proposed activity will affect any of the endangered and threatened species that may occur in the project area. Formal consultation is required on those species that may be affected by the project. Consultation is not required on those species that your assessment indicates will not be affected unless we disagree with the conclusion of the biological assessment. The "may affect" or "no effect" determination is the responsibility of the Federal Agency authorizing, funding, or conducting the activity. Your assessments did not make this determination. For future guidance, enclosed is a copy of the procedures the ESAA requires Federal agencies to follow.



To avoid additional delays in the coordination of the ESAA procedures on these projects, we have reviewed your assessment and other information available to us for this determination. The information provided in your letters indicates that the proposed highway facility on U.S. 10A west of Anaconda will not affect any endangered or threatened species and that the south arterial highway in Great Falls may affect the bald eagle. You will receive our biological opinion of the south arterial highway as soon as possible, but no later than April 25, 1980.

If you believe that it would be beneficial to your agency, our Endangered Species Team in Billings would be willing to meet with you to explain the Endangered Species Act Amendments of 1978 and the procedures being used to implement them. Please contact Mr. Wayne G. Brewster, Endangered Species Team Leader, at (657-6059) if you would like to arrange for a meeting or if you have additional questions.

Sincerely yours,

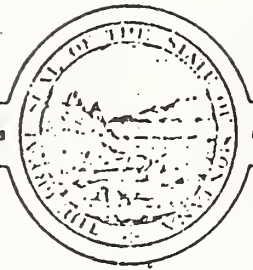
A handwritten signature in cursive script, reading "James C. Critman". The signature is written in dark ink and is positioned above the typed name and title.

JAMES C. CRITMAN

Acting Regional Director

Enclosure

DEPARTMENT OF HIGHWAYS



THOMAS L. JUDGE, GOVERNOR

2701 PROSPECT

STATE OF MONTANA

HELENA, MONTANA 59601

April 4, 1980

F 19-1 (4)

W. Valley Hwy. - Anaconda

Ralph W. Boland, Assistant Administrator
Department of Fish & Game
Ecological Services Division
Fish and Game Building
1420 East Sixth Avenue
Helena, Montana 59601

Dear Mr. Boland:

We are presently in the process of finalizing the FEIS for the above referenced project. In the correspondence received from the distribution of the DEIS, it has been indicated that more information is needed involving impacts of the Warm Springs Creek.

Attached for your information is the correspondence we have received pertinent to the Warm Springs Creek. Would you please review this information and let us know when it would be convenient to review this matter and discuss the impacts on the stream, how much sediment the hatchery can stand, etc.

Sincerely,

A handwritten signature in cursive script that reads "Stephen C. Kologi".

Stephen C. Kologi, P.E.
Chief - Preconstruction Bureau

32-SCK:HAL:cc:10D

Attachments

cc: S. C. Kologi
L. Ivanovitch
L. F. Skoog

Mail File

STATE OF MONTANA



DEPARTMENT OF

FISH AND GAME

Helena, MT 59601

April 24, 1980

Mr. Ron Richards, Director
Department of Highways
Helena, MT 59601

ATTENTION: Mr. Steve Kologi

Dear Mr. Richards:

I have attached a copy of a memo concerning project F 19-1(4), W. Valley Highway-Anaconda, in response to your request for information regarding the stream water supply for the Washoe Park Trout Hatchery. Mr. Colley is the department's Hatchery Bureau Chief and is located in Helena, if the need arises for further clarification.

I believe that after the alignment for the project has been selected, we will have to discuss the design and procedures for the channel change in much more detail than we have to this point. At that time, full consideration can be given to plans to minimize or eliminate sediment problems from the project.

Sincerely,

Robert F. Wambach
Director

By:

R. W. Boland
Ralph W. Boland
Assistant Administrator
Ecological Services Division

RFW/RWB/sd
Enc

cc: Emmett Colley
Jim Ford, Attn: D. Workman
Harold Stewart

Date Recd. Preconst. <i>4/28/80</i>	
Ac	MAIL ROUTE
	20 Loc. Specialties
	21 Loc. Plant Plans
	22 Loc. Road Design
	23 Environmental
	24 Traffic
	25 Engineering Design
	26 Plant Materials
	27 Traffic
	28 Loc. Planning
	29 Loc. Planning

R. W. Boland

STATE OF MONTANA
DEPARTMENT OF FISH, WILDLIFE AND PARKS

Office Memorandum

TO : Ralph Boland

DATE: 4/9/80

FROM : Emmett Colley *EC*

SUBJECT: Anaconda Hatchery Water Supply

If the highway department could delay any stream channeling on Warm Springs Creek west of Anaconda until September 1 it would not effect our water supply at the Anaconda hatchery. We can schedule our fish plants so all the fish being reared on the creek water supply could be planted by September 1. The remaining fish at the hatchery will be reared on spring water and will not be effected by highway construction.

I would like to request that the contractor or highway engineer contact Bill Matthew, Hatchery manager of the Anaconda hatchery, before they do any major channel changes so he can be prepared for any excessive silt problems.

cc: Bill Matthew

DEPARTMENT OF NATURAL RESOURCES
AND CONSERVATION
WATER RESOURCES DIVISION



TED SCHWINDEN, GOVERNOR

32 SOUTH EWING

STATE OF MONTANA

(406) 449-2872 ADMINISTRATOR
(406) 449-3962 WATER RIGHTS BUREAU
(406) 449-2872 WATER SCIENCES BUREAU
(406) 449-2864 ENGINEERING BUREAU
(406) 449-2872 WATER PLANNING BUREAU

HELENA, MONTANA 59620

April 1, 1982

Mr. Stephen Kologi, Chief
Preconstruction Bureau
Department of Highways
2701 Propect Ave.
Helena, Montana 59620

Dear Mr. Kologi:

I have reviewed the EIS for the Anaconda West Valley Highway. It does not appear that the proposed project will significantly impact on the Warm Springs Creek floodplain provided that Deer Lodge County floodplain regulations are met.

Floodway encroachments of highway embankments not associated with stream crossings are allowed provided that (a) reasonable alternative routes outside the designated floodway are not available; and (b) such floodway encroachment is located as far from the stream channel as possible. Highway stream crossings are permissable if designed to offer minimal obstruction to flood flows. Montana standards allow up to 1/2 foot of backwater generated by new stream crossings of a designated floodway. Warm Springs Creek has a designated floodway and floodplain.

Apply to Elmer Peterson, the City-County Director of Public Works and Floodplain Administrator for floodplain development permits.

Sincerely,

A handwritten signature in cursive script that reads "John R. Hamill".

John R. Hamill, Supervisor
Floodplain Management Section
Engineering Bureau

Date Recd. Preconst. 4/2/82				
Act	Info	MAIL ROUTE	Attchd	Initial
		5		
		10 Eng. Specifcations		
		11 General Plans		
		12 Preliminary Design		
		13 Final Design		
		14 Construction Plans		
		15 Construction Log		
		16 Construction Photos		
		17 Construction Reports		
		18 Construction Drawings		
		19 Construction Notes		
		20 Construction Logs		
		21 Construction Photos		
		22 Construction Reports		
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MONTANA HISTORICAL SOCIETY

HISTORIC PRESERVATION OFFICE

225 NORTH ROBERTS STREET • (406) 449-4584 • HELENA, MONTANA 59601

MONTANA DEPT. OF HIGHWAYS
RECEIVED
APR 10 1980

HELENA, MONTANA

Mr. Stephen C. Kologi, P.E., Chief
Preconstruction Bureau
Dept. of Highways
Helena, MT 59601

April 8, 1980

F 19-1(4)
West Valley Highway
Anaconda

Dear Mr. Kologi:

The above referenced project report for cultural resources potentially effected by the project fails to discuss survey methods and research methods. If these are known to us, it is easier to determine if the work performed was adequate to have identified all potentially eligible sites. As the project appears to have minimal effect, I am not suggesting the report be rewritten. However, future reports should contain this information.

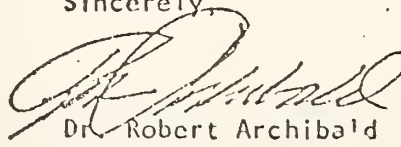
The report contains statements that "no further mitigation is necessary". Mitigation is not to be performed unless agreed by the Advisory Council on Historic Preservation through a Memorandum of Agreement. As no mitigation is described as occurring, I assume this to be merely an error in terminology.

I concur with your opinion that the DeLesseon Ranch site is not eligible for listing on the National Register of Historic Places. You have complied with Executive Order 11593, and with Sec. 106 of the Historic Preservation Act. This project will have no effect on known eligible resources.

Should project construction unearth previously unidentified historic and cultural properties, please stop surface disturbance and notify this office.

Thank you for the opportunity to comment.

Sincerely,


Dr. Robert Archibald
Acting SHPO

- 71 -

Mark,
this is our clearance
on the proj.
dlw 4/10/80

RA/ev/prb

X. COMMENTS AND RESPONSE

The following comments and response were as a result of the distribution of the Draft EIS.



United States Department of the Interior
OFFICE OF THE SECRETARY
DENVER, COLORADO 80225

In Reply Refer To:
ER 79/931

Mr. Ronald P. Richards
Director of Highways
Attention: Preconstruction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, Montana 59601

Dear Mr. Richards:

In response to your letter of September 21, 1979, requesting review and comment on the Draft Environmental Impact Statement for the West Valley Highway, U.S. 10A, (west of Anaconda), Deer Lodge County, Montana, the Department of the Interior has reviewed the document and provides the following comments.

Cultural Resources

We note (p. 11) that a cultural resource survey is underway. The selection of an alternative should be deferred until this survey and all other efforts to identify and evaluate the cultural resources of the corridors are complete. A full discussion of the findings of the survey should be included in the final statement. This statement should also include determinations of the level of significance (local, State, or National) for all cultural resources which may be discovered in the study corridor. Such determinations should be undertaken in consultation with the State Historic Preservation Officer and with appropriate local groups or individuals with historical expertise. If it is determined that any such resources meet or may meet the National Register Criteria, then the procedures of 36 CFR 800.4 should be followed and reported in the final statement.

If any significant sites will be used or impacted by the proposed project, Section 4(f) would be applicable and we would expect the opportunity to review the Section 4(f) statement for such involvement. If National Register quality sites will be impacted, then compliance with both Section 4(f) and the requirements of 36 CFR 800 should be demonstrated in the final statement.

Fish and Wildlife Resources

Section 7 (c) of the Endangered Species Act, 87 Stat. 834, as amended, requires your agency to ask the Secretary of Interior, acting through

the U.S. Fish and Wildlife Service, whether any listed or proposed endangered or threatened species may be present in the area of each Federal construction project. This requirement applies to projects where no contract for physical construction had been entered into and for which no physical construction had begun as of November 10, 1978. Your agency's request should be sent to the Regional Director in whose geographic area of jurisdiction the project may be constructed. In this case, it should be sent to the Regional Director, U.S. Fish and Wildlife Service, P.O. Box 25486, Denver Federal Center, Denver, Colorado 80225.

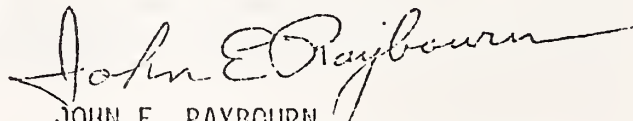
Except for possible impacts on endangered species, which have not been determined, the Fish and Wildlife Service believes that Alternative 1 or 2, both of which essentially follow the existing roadway alignment, would have the least adverse effects on fish and wildlife resources, provided the stream channel and realignment is constructed with meanders included in the new channel and with revegetation of its banks. The draft statement recognizes that these measures would minimize adverse impacts of the realignment and indicates that planning and design will be coordinated with the Montana Department of Fish, Wildlife, and Parks, prior to any construction, if either Alternative 1 or 2 is selected.

General

As indicated in the draft statement, deposition of fill resulting from stream realignment and other construction activities into Warm Springs Creek and some area wetlands would require a U.S. Army Corps of Engineers' permit under Section 404 of Public Law 92500. The U.S. Fish and Wildlife Service, through the Billings Area Office, will be required to review such a permit application. The Fish and Wildlife Service may concur, with or without stipulations, or object to the proposed work depending on project effects on fish and wildlife resources, which may be reidentified and evident at the time.

We appreciate the opportunity to comment on your report.

Sincerely yours,


JOHN E. RAYBOURN
Regional Environmental Officer

RESPONSE TO DEPARTMENT OF INTERIOR LETTER, DATED NOVEMBER 9, 1979

A cultural resource survey was completed after the circulation of the Draft EIS. The survey indicated possible locations of several sites that might be eligible. After review of the site locations and descriptions, we see no historical site conflicts with any of the three alternates proposed. The survey was reviewed by the State Historic Preservation Office and compliance with Executive Order 11593 and with Section 106 of the Historic Preservation Act was indicated in the remarks.

Two species of endangered wildlife may be found to occur within the project area. These are the bald eagle (*Haliaeetus leucocephalus*) and the peregrine falcon (*Falco peregrinus*). Neither species is known to occur as a resident or breeding species, but may occur as migrants or wintering species on a casual basis. The appropriate endangered species coordination has been completed.

A review of the three alternatives proposed in this project indicated no potential for adverse impacts on these species, so long as existing water quality is maintained in Warm Springs Creek. Both the bald eagle and peregrine falcon will use waterfowl as prey, and eagles will also use fish.

We feel that the impact of the selected alternate, Alternate 2, on existing alignment will not significantly affect the habitat that includes Warm Springs Creek and that we have adequate controls on water equality in Montana State laws and in the Department of Highways specifications that we can maintain existing water quality.

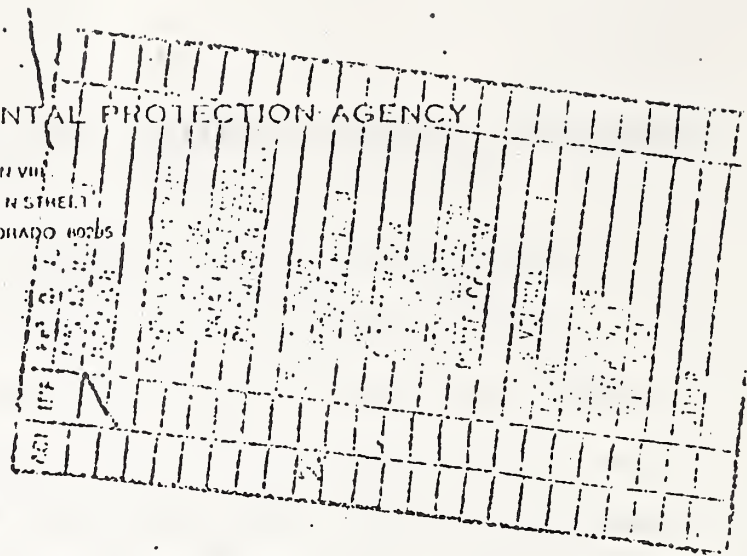


UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
VH41.6" V8372K
626161 AG
REGION VIII
LINCOLN STREET
DENVER, COLORADO 80205

NOV 9 1979

Ref: 840

Mr. Ronald P. Richards
Director of Highways
Montana Department of Highways
2701 Prospect Avenue
Helena, Montana 59601



Dear Mr. Richards:

We have completed our review of your agency's draft environmental impact statement on "Project F 19-1(04) - West Valley Highway - Anaconda". EPA comments are as follows:

1. We would generally support Alternate 2 using the present highway alignment. However, this alternate has the potential to damage the Warm Springs fishery and the Washoe Park trout hatchery due to the 1100 + feet of stream realignment. We do not believe you have adequately described this situation and suggest you should:
 - a. Better describe what is encompassed in a "realignment" (quantity of sediment expected, degree of control anticipated, impacts of this sediment, etc.).
 - b. Better explain how much sediment the Washoe Park trout hatchery can tolerate. On page 19 it is stated that the hatchery water "must remain free of sediment." The same statement points out that "precautions will be taken to minimize sedimentation due to construction." The point is, can the hatchery tolerate sediment that is only "minimized."
 - c. The State Fish and Game Department should be able to review and approve all plans for this project. The final plan should include all state mitigative measures and stipulations to protect the fishery.
2. On page 15 it is stated that Alternates 1 and 2 would require a storm sewer system, but that "with proper design features there would not be a detrimental impact upon the creek." We would point out that proper design may prevent hydrologic damage to the creek but that if the storm

- According to EPA's rating system for draft impact statements this EIS is rated ER-2 (environmental reservations - insufficient information). The reasons for this rating are listed above.

Sincerely yours,

cc: Montana Department of Fish, Game and Parks
Montana Water Quality Bureau

- 77 -

RESPONSE TO ENVIRONMENTAL PROTECTION AGENCY LETTER, DATED NOVEMBER 9, 1979

1. Further study of the stream realignment of Warm Springs Creek under Alternate 2 (the selected alternate) indicates that approximately 350 feet of the stream bed will need to be realigned rather than the 1,100 feet as mentioned in the Draft E.I.S.

The plans for the stream realignments are reviewed and approved by the Montana Department of Fish, Wildlife and Parks. They have the expertise to determine if the road project will have any detrimental effect on the fisheries. They also have jurisdiction over the Washoe Park trout hatchery and would inform the Montana Department of Highways if any problems were anticipated or if any problems occur during construction. Since this approval by DFWP is needed before the project can begin, the Department of Highways is confident that all measures used to prevent and minimize sediment are adequate.

The quantity of sediment expected is hard to predict since so many variables are involved. The sediment control measures are in the standard specifications. These measures are usually well tested methods and adopted because of their overall effectiveness. Some of these measures are mentioned on pages 17 and 18 in Section III, B.1.

Concerning the Washoe Park trout hatchery, water utilized by the hatchery is subject to high sediment loads during spring runoff. This project should not produce any more sediment than is experienced during spring

runoff. The Department of Fish, Wildlife and Parks has indicated that if the stream realignment was delayed until after September 1 it would not affect the water supply to the Hatchery. (See letter dated 04/09/80.)

At this time no mitigative measures have been determined to be necessary; however, if such measures are deemed necessary and required by the DFWP, they will be carried out. Attention is called to Section IX for a review of correspondence that has occurred concerning this comment.

2. This item was further addressed in Section III under Floodplains and Wetlands. Portions of that discussion have been added and other revisions made to clarify the discussion of water quality and address this comment as follows:

The southerly roadside ditch of the existing road between the Embassy Club and the existing bridge does provide a detention area for particulates from the roadway. Since the major value of this area is to protect water quality by collecting particulates from the roadway, similar areas will be provided where possible and utilized as collection/detention basins for storm water runoff from the new roadway. Curb and gutter will be provided in the residential area under Alternate 2 (the selected alternate). Storm water runoff will be collected and piped to existing ditches where possible or into collection/detention basins in order to minimize impact to Warm Springs Creek. The construction plans for this project and the contractor's construction procedures will be reviewed by, and necessary permits or authorizations obtained from, the Department of

Health and Environmental Sciences and the Department of Fish, Wildlife and Parks, to insure compliance with Montana Water Quality Standards, Montana Stream Preservation Act and Federal Water Quality Standards.

3. The noise impacts of the alternates proposed have been determined to be insignificant. As the nomographs indicated, the noise level increases would be less than 3 DBA, which would not be discernable, and are within FHWA Design Noise levels.
4. Alternate 3 was not selected for many reasons as discussed in earlier sections.
5. As was mentioned in item 3, we no longer feel the noise impacts are significant. The stream realignment is addressed in item 1.
6. The need for a Section 404 permit is indicated on page xii.



DEPARTMENT OF THE ARMY
SEATTLE DISTRICT, CORPS OF ENGINEERS
P.O. BOX C-3755
SEATTLE, WASHINGTON 98124

Mail & File

NPSEN-PL-ER

1 NOV 1979

Ronald P. Richards, Director
Montana Department of Highways
ATTN: Preconstruction Bureau
2701 Prospect Avenue
Helena, Montana 59601

Dear Mr. Richards:

We have reviewed the draft environmental impact statement for Project F-19-1 (04), West Valley Highway, Anaconda, Montana, with respect to the U.S. Army Corps of Engineers' areas of responsibility for flood control, navigation, and regulatory functions.

Since this project involves Federal funds, Executive Order (EO) 11988 must be addressed, including consideration of alternatives outside of the flood plain. Discussions of impacts, mitigation measures, and public notification should also be included in accordance with EO 11988.

Thank you for the opportunity to comment on this statement. If you have any questions, please contact Dr. Steven F. Dice, telephone (206) 764-3624, of my staff.

Sincerely,

Sidney Knutson

SIDNEY KNUTSON, P.E.
Asst. Chief, Engineering Division

Date Recd. Preconst. 11/7/79			
Act	Info	MAIL ROUTE	Initial
		30 / 1	
		Project Supervisor	
		Project Engineer	
		Project Designer	
		Project Inspector	
		Project Traffic	
		Project Survey	
		Project Construction	
		Project Maintenance	
		Project Administration	
		Project Finance	
		Project Legal	
		Project Public Relations	
		Project Safety	
		Project Security	
		Project Training	
		Project Transportation	
		Project Utilities	
		Project Waste Management	
		Project Other	

Ragge

RESPONSE TO CORPS OF ENGINEERS COMMENTS

Floodplains have been addressed in Sections II and III. Alternate 2, the selected alternate, has minimal impact upon the floodplain since involvement is in areas of present involvement.

December 19, 1979

TO: State Highway Department - Attention: Mr. Dan Bartsch
FROM: Anaconda - Deer Lodge County Joint Advisory Council
RE: Highway 10A, west of Anaconda

As per our meeting on December 19, 1979, the Joint Advisory Council would like to recommend to the State Highway Department that more public meetings be held in Anaconda, concerning the proposals for the revision of Highway 10A, west of Anaconda, before a final decision is made.

More public meetings, with more publicity on the meetings, would enable all interested parties an opportunity to express their opinions concerning this important project.

Thank you for your consideration.

Respectfully,

Iola Mac Stone

Ida Mae Stone, Chairman
Anaconda - Deer Lodge County
Joint Advisory Council

Members:

District #1: 1 10 10 10 10

John Petelin
Margaret Cransberry
Eddie Solan

District #2

Patrick Flynn
Con Malee
Robert Duganz

District #3

Kenneth Kopp
Julia Francisco
John Sestrich

cc Commissioners

Joint Advisory Council Members

District #4

Margaret Kanauch
Ida Mae Stone
Vera Hungerford

District #5

Lorraine Biggs
Gene Jorgensen
Russell Myers

December 26, 1979

F-19-1 (4)
West Valley
Anaconda

Anaconda-Deer Lodge County
Joint Advisory Council
Ida Mae Stone, Chairman
Anaconda, Montana 59711

Dear Mrs. Stone:

This is to acknowledge receipt of your letter dated December 19th, relating to the Highway Department's West Valley project. Our Engineering Department has reviewed the Council's suggestion to hold another meeting and also expand the publicity.

According to the copies of the news articles in both The Standard and The Leader as well as our purchased ads, it appears we received quite thorough coverage of the impending meeting. We also understand the radio covered the announcement in local news spots. This general publicity was also augmented by a direct mailer to nine local governmental and civic organizations, forty-five County, State and Federal offices and seventy-five individuals and businesses in the project area. From our experience on the effectiveness of promotional efforts to increase attendance at such meetings, we feel the efforts and results at this point were well above the norm.

There were forty-five people at the public hearing and to date, ten letters and a petition have been received, expressing opinions as to preference of the project. There was also an informational meeting held in April 1977, in which sixty-five people attended. It is doubtful that we would receive a substantially different preference from the general public by way of another meeting. If, however, you feel a meeting with your group or jointly with other Planning Units would be beneficial, we would be happy to do so.

As this last hearing was a location hearing only, another meeting will be necessary to discuss the design features on whichever route is chosen.

In the meantime, if your group agrees on a location preference or receives input from your constituents, please let us know.

Very truly yours,

Daniel P. Bartsch, Manager
Public Hearings Unit

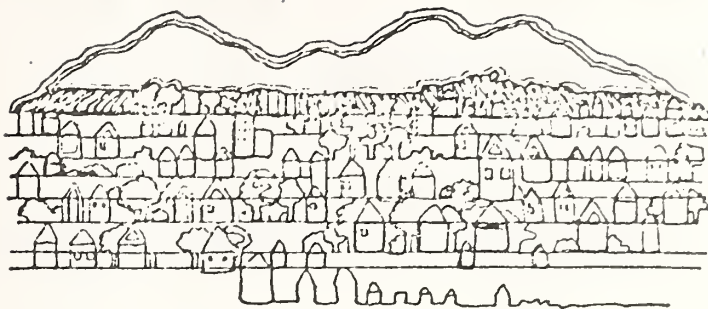
DPB:ka

Anaconda-Deer Lodge County
Planning Board

P.O. Box 902

Anaconda, Mt. 59711

Phone 563-8421
Ext. 231



ROBERTA L. CHANDLER, DIRECTOR

December 20, 1979

Mr. Dan Bartsch, Manager
Public Hearings Unit
Department of Highways
Highway Building
Helena, Montana 59601

Dear Mr. Bartsch:

The Anaconda-Deer Lodge County Planning Board discussed the recent public meeting regarding the Anaconda West Valley Highway at their meeting of December 18, 1979.

After reading the newspaper accounts of the meeting and notes taken by the Planning Board Director, it is the feeling of this board that the residents of the West Valley and the community of Anaconda should be given another opportunity to view the proposed alternates and to make further comments. Also, that there could be more local publicity prior to another public meeting in an effort to reach more people.

There also was a question as to how widely the draft EIS was distributed to residents of the West Valley.

We are well aware of the difficulty in motivating people to come to public meetings, and therefore feel that another effort would be worthwhile at this time, to gain as much local input as possible in the decision making process.

If this office can be of any assistance in preparing for another public meeting, please let us know.

We strongly urge that whatever alternate is finally decided upon, that the bike path/sidewalk be included to handle this ever increasing foot/bike traffic from the West Valley community to Anaconda.

Mr. Dan Bartsch
December 20, 1979
Page Two

We would like these comments to be recorded as a part of the record of the public hearing held December 11, 1979.

Sincerely,

Roberta L. Chandler

Roberta L. Chandler, Director

RLC:re

Date Recd. Preconst. 12/21/79				
Act	Info	MAIL ROUTE	Attach	Initial
		30		
		31 Eng. Specialties		
		32 Contract Plans		
		33 Loc. Road Design		
		34 Environmental		
		35 Hydraulic		
		36 Urban Design		
		37 Geometry		
		38 Plan. Hearing		
		39 Sec. - Inten		
		40 Consultant Design		

December 26, 1979

F-19-1 (4)
West Valley
Anaconda

Roberta L. Chandler, Director
Anaconda-Deer Lodge County
Planning Board
P. O. Box 902
Anaconda, Montana 59711

Dear Ms. Chandler:

This is to acknowledge receipt of your letter of December 20th, regarding the West Valley Highway improvement project.

We have reviewed the input received from our previous Informational Meeting of April 26, 1977, the comments received from our draft L.I.S. distributed in September 1979 and the testimony and letters received as a result of the Location Public Hearing held December 11th. At this time, based on our experience with other projects of a similar nature, we doubt if additional public meetings would produce a significantly different result. However, if you think a meeting with the Planning Board or other organizations would be beneficial, we would be happy to do so.

Regarding the distribution of the draft L.I.S., on pages V through X of the introduction, is the distribution list of those who received copies. This included 75 private individuals and businesses in the project area. We realize this is not 100% of the residences in the area but it should represent a considerable number.

Your letter will be included as part of the Public Hearing Transcript. We will continue reviewing the comments received and hopefully determine an appropriate alignment, at which time notice will be distributed and publicized. Preparation will then begin to advance the design to the point of again scheduling a public meeting to review these details.

If you have additional input regarding impacts of the various alignments, please let us know.

Very truly yours,

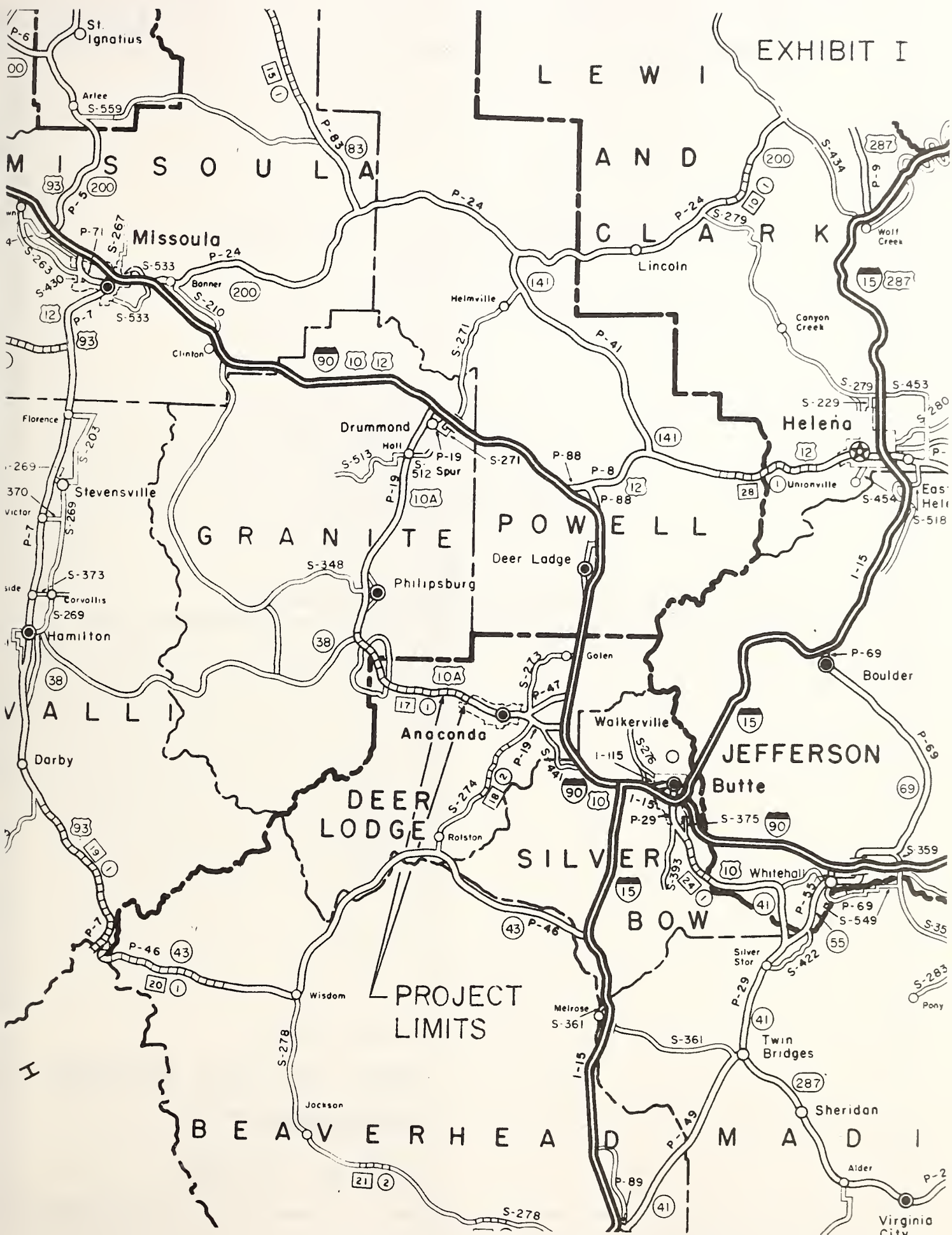
Daniel P. Bartsch, Manager
Public Hearings Unit

DPB:ka

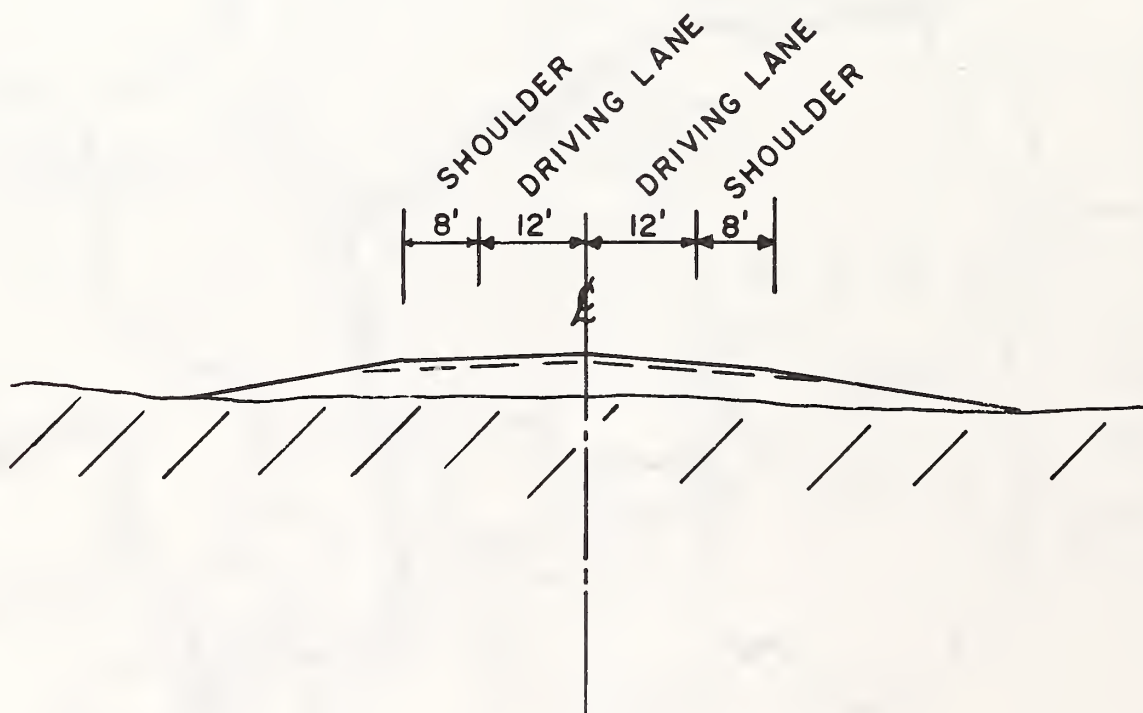
XI. EXHIBITS, TABLES AND APPENDICES

EXHIBITS

L E W I
A N D
C L P-24



ALTERNATE 3 (Two Lane)



F 19-1(04)

WEST VALLEY HIGHWAY-
ANACONDA

SCALE 1" = 20'

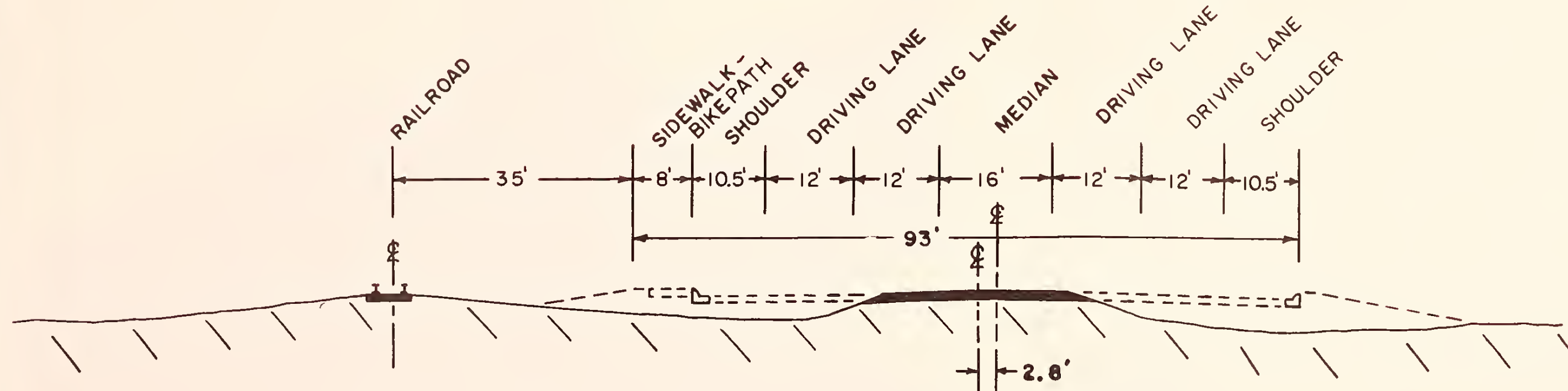
ALTERNATE 1 (Four Lane)

F 19-1(04)

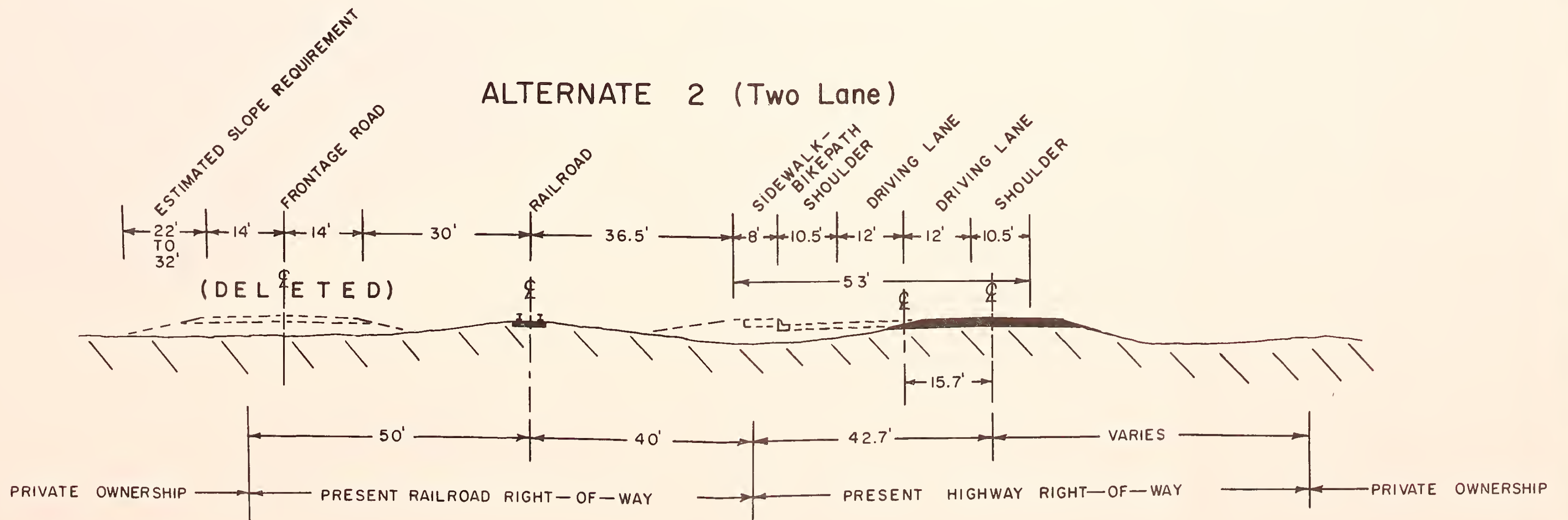
WEST VALLEY HIGHWAY

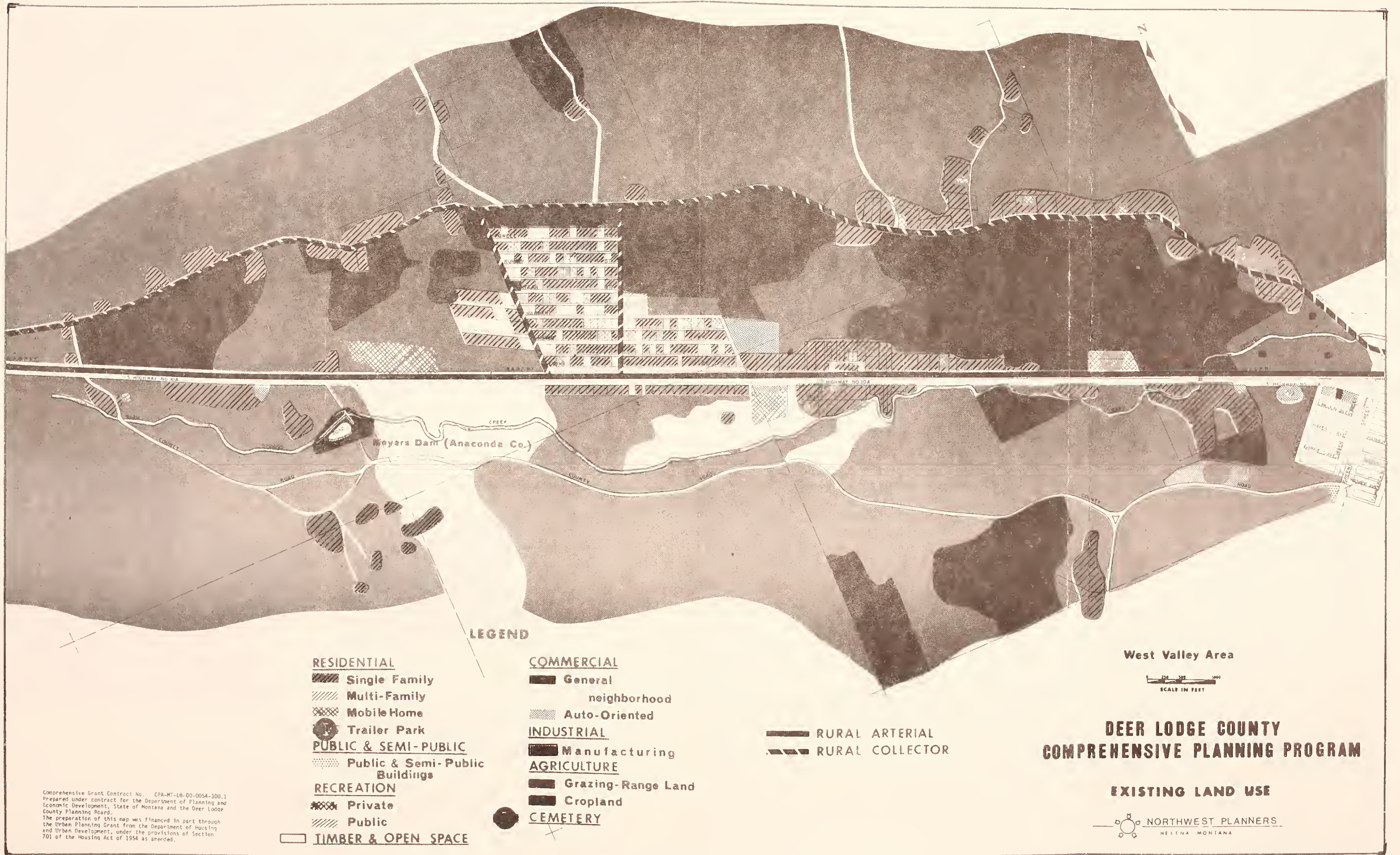
ANACONDA

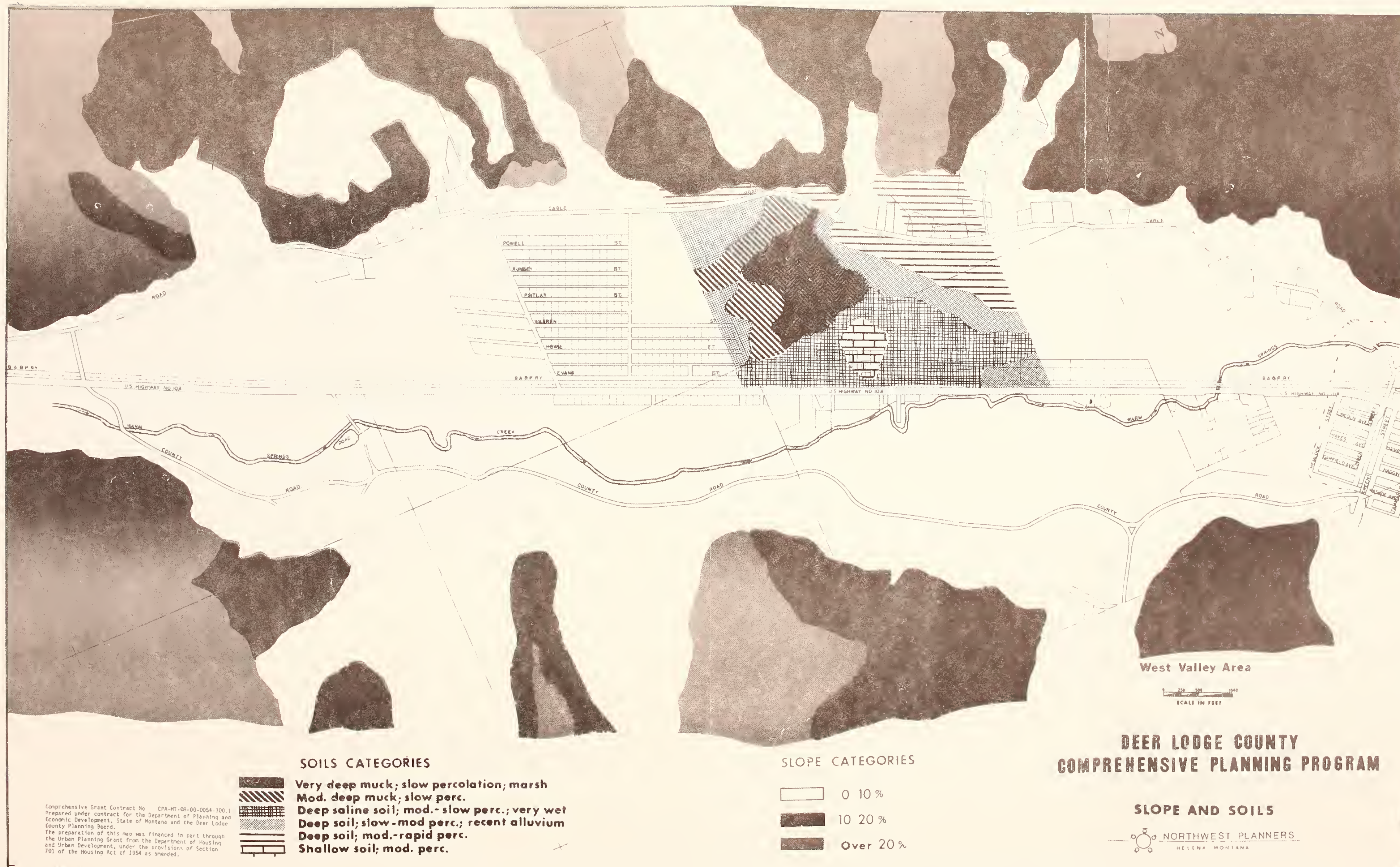
APPROXIMATE SCALE 1"=20'

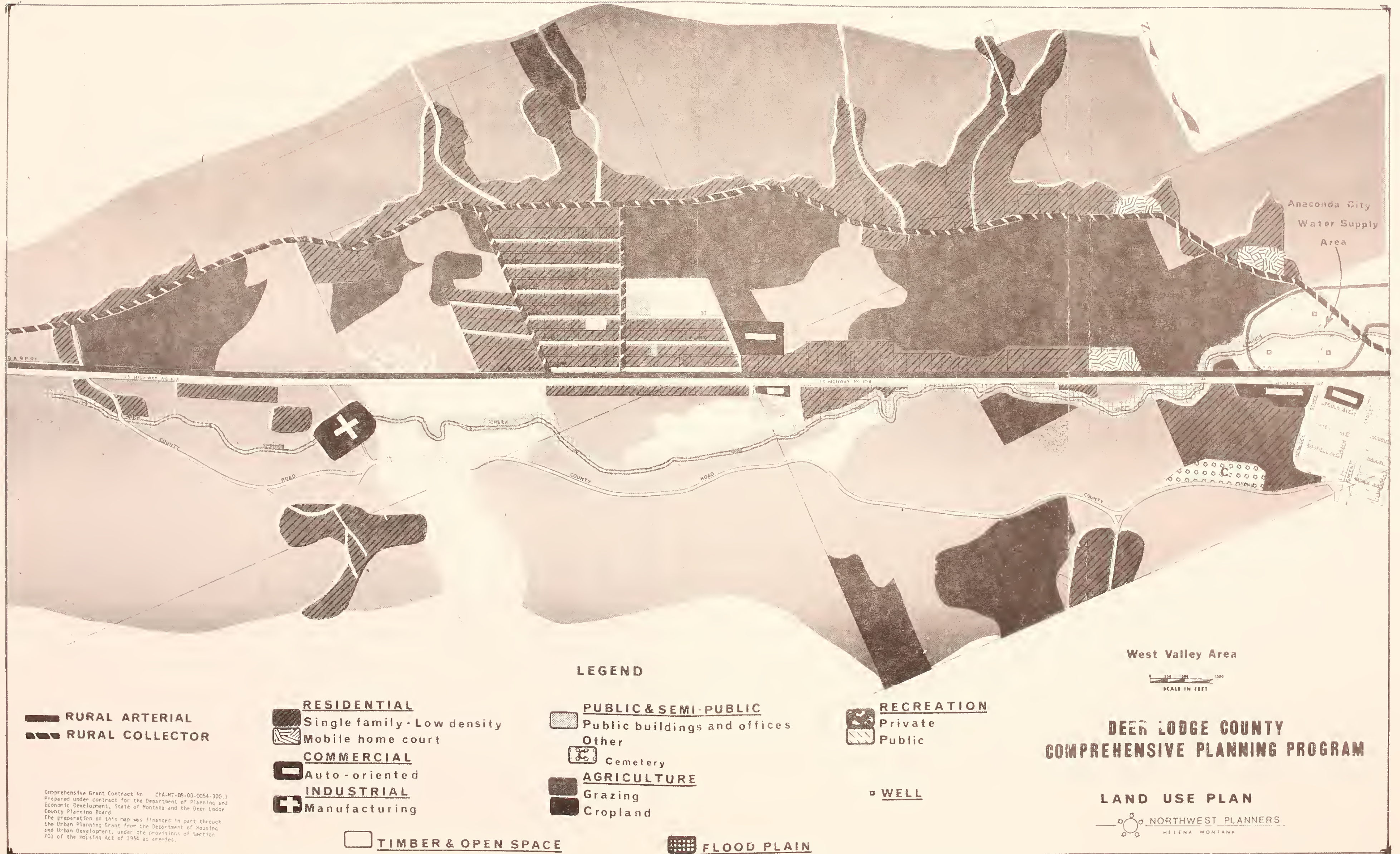


ALTERNATE 2 (Two Lane)









PHOTOMAP 5

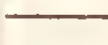
FLOOD HAZARD PHOTOMAP

Warm Springs Creek Flood Hazard Analyses

DEER LODGE COUNTY, MONTANA

JUNE 1976
JULY 1973 AERIAL PHOTOGRAPHY

LEGEND

-  500-Year Flood Area
-  100-Year Flood Area
-  Designated Floodway Area
-  Valley Cross Section

SCALE
250 0 500 1000
1" = 500 Ft
1" = 6,000



PHOTOMAP 6

**FLOOD HAZARD
PHOTOMAP**

**Warm Springs Creek
Flood Hazard Analyses**

DEER LODGE COUNTY, MONTANA

JUNE 1976

JULY 1973 AERIAL PHOTOGRAPHY



SMITHVILLE

30 29
31 32

10A

WARM

SPRINGS

CREEK

Match to Photomap 7

106

105

104

103

102

SOUTH CABLE ROAD

T & N. R. I. W.

LEGEND

500-Year Flood Area

100-Year Flood Area

Designated Floodway Area

23 Valley Cross Section

SCALE

250 0 500 1000
1" = 500 Ft
1:6,000

SOIL CONSERVATION SERVICE
U.S. DEPARTMENT OF AGRICULTURE

PHOTOMAP 7

FLOOD HAZARD PHOTOMAP

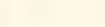
Warm Springs Creek Flood Hazard Analyses

DEER LODGE COUNTY, MONTANA

JUNE 1976

JULY 1973 AERIAL PHOTOGRAPHY

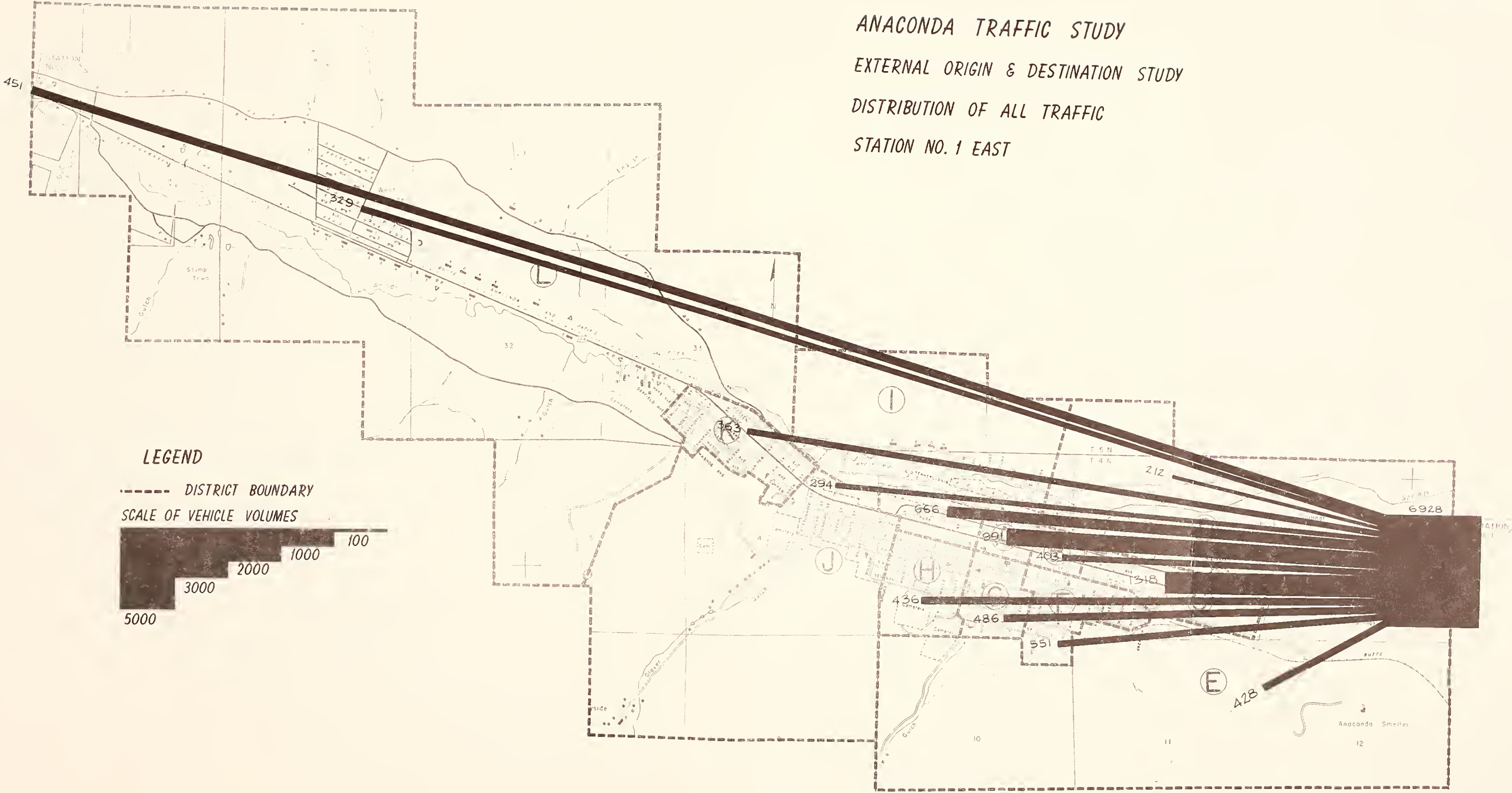
LEGEND

-  500-Year Flood Area
-  100-Year Flood Area
-  Sheet Flooding (18" or less)
-  Designated Floodway Area
-  Valley Cross Section

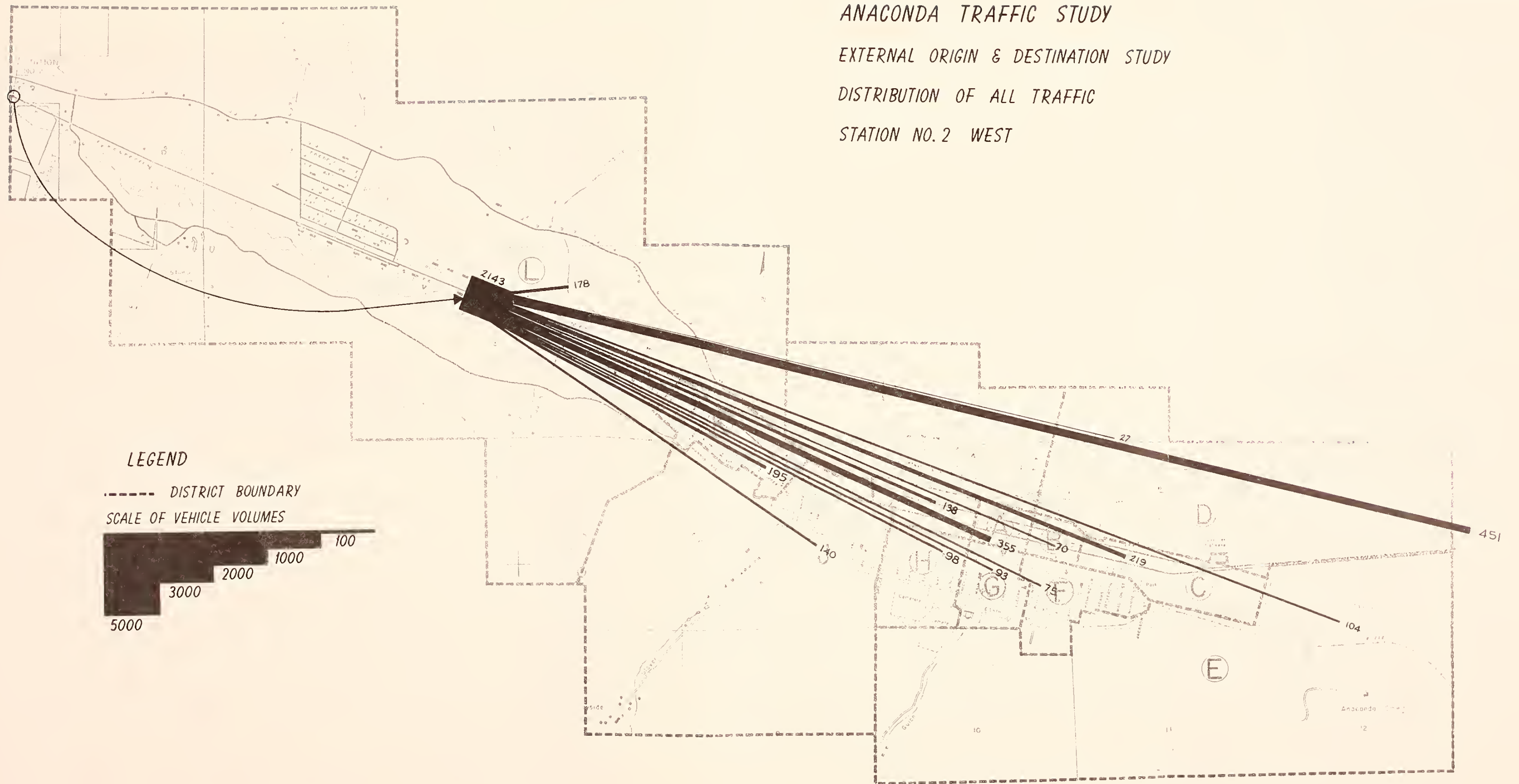
SCALE



ANACONDA TRAFFIC STUDY
EXTERNAL ORIGIN & DESTINATION STUDY
DISTRIBUTION OF ALL TRAFFIC
STATION NO. 1 EAST



ANACONDA TRAFFIC STUDY
EXTERNAL ORIGIN & DESTINATION STUDY
DISTRIBUTION OF ALL TRAFFIC
STATION NO. 2 WEST





PROJECT F 19-1(04)
WEST VALLEY HIGHWAY ANACONDA
SCALE: = 1" = 1000'

PROJECT F19-1(04)
WEST VALLEY HIGHWAY ANACONDA

WETLANDS
PALUSTRINE SYSTEM

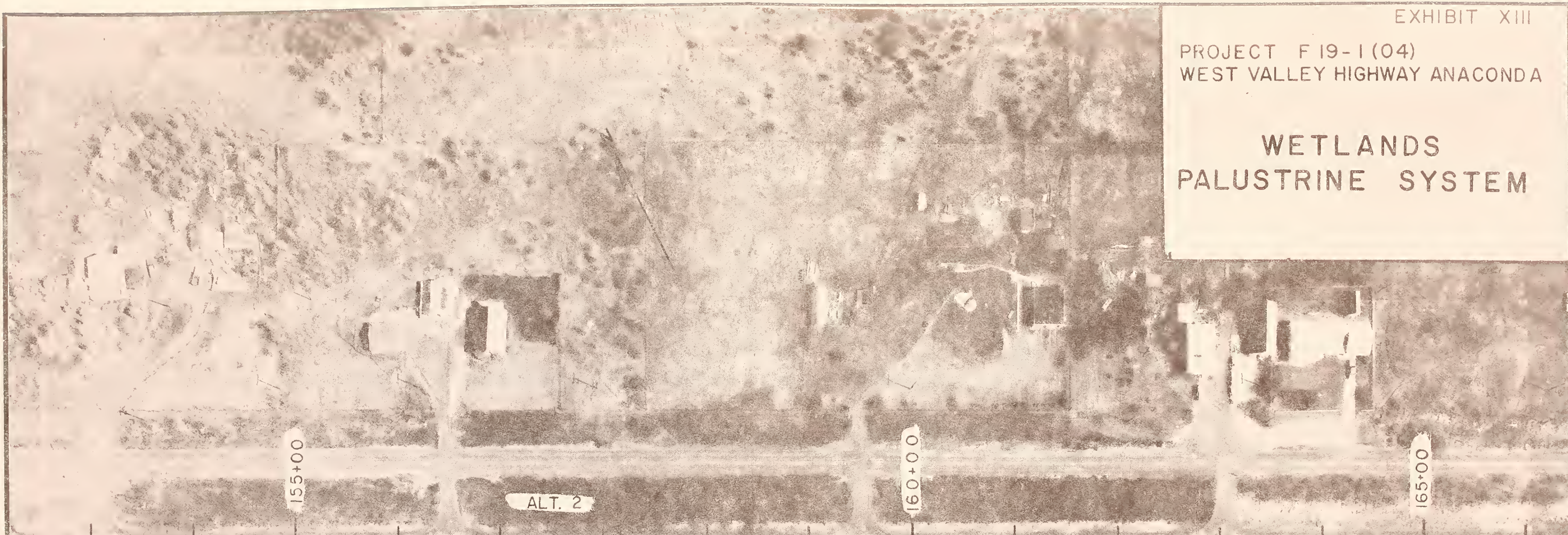
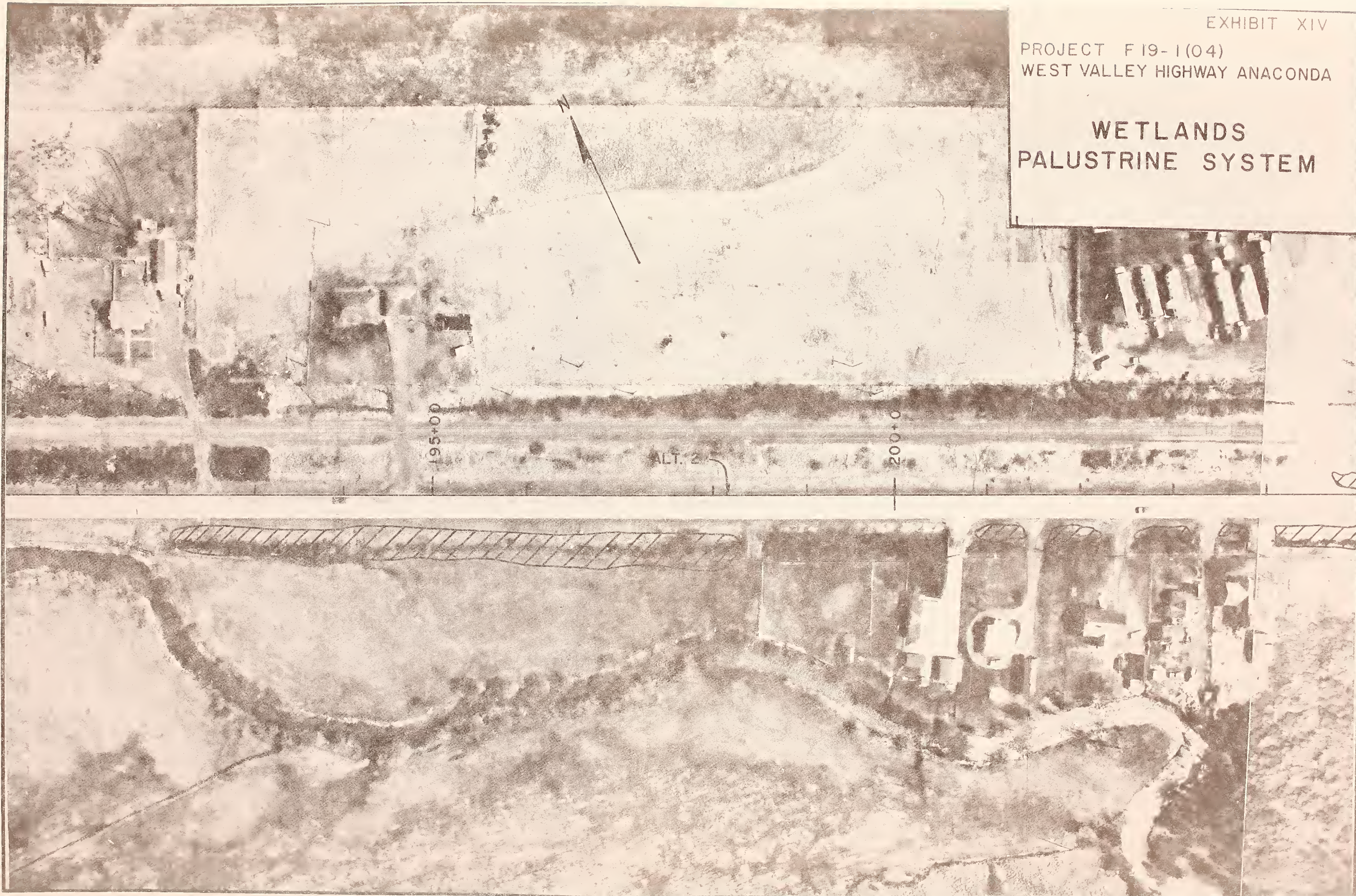


EXHIBIT XIV

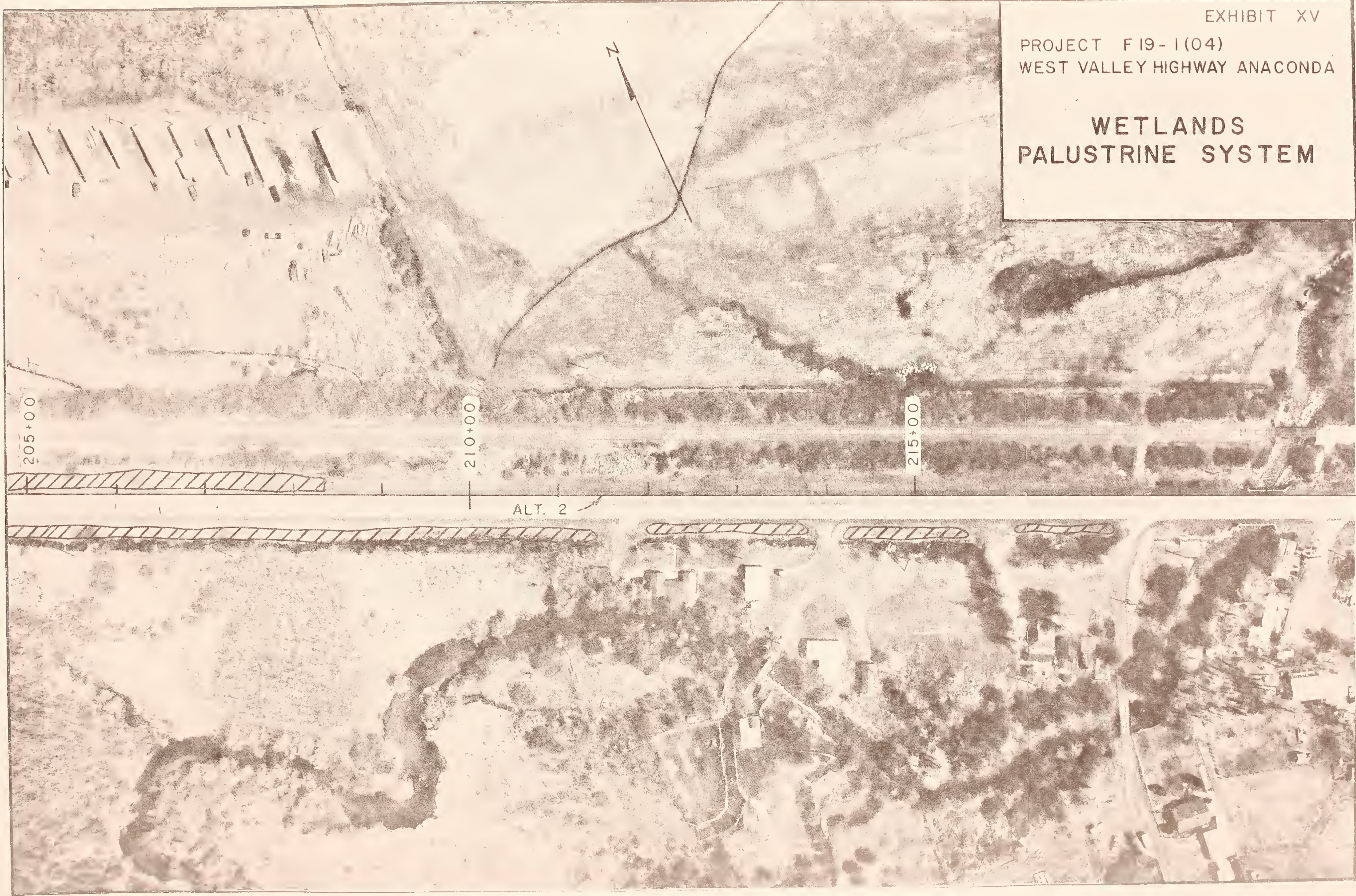
PROJECT F19-1(04)
WEST VALLEY HIGHWAY ANACONDA

WETLANDS
PALUSTRINE SYSTEM



PROJECT F19-1(04)
WEST VALLEY HIGHWAY ANACONDA

WETLANDS
PALUSTRINE SYSTEM



ALT. 2

T A B L E 1

WEST VALLEY STUDY AREA
EXISTING LAND USE

	<u>ACRES</u>
<u>Residential</u>	234.9
Single Family	141.0
Multi-Family	.7
Mobile Home	22.0
Vacant Platted	24.6
<u>Commercial</u>	11.7
General	
Auto-oriented	
<u>Industrial</u>	7.8
Manufacturing	7.8
<u>Public and Semi-Public</u>	1.6
Public and Semi-Public Buildings	1.6
<u>Recreation</u>	16.1
Private	13.3
Public	2.8
<u>Agriculture</u>	3,045.0
Grazing	2,285.0
Cropland	760.0
<u>Timber and Open Space</u>	279.9
<u>Roads</u>	<u>145.0</u>
Total	3,750.0

Source: Northwest Planners, 1972

T A B L E 2

F 19-1(4)

WEST VALLEY HIGHWAY-ANACONDA

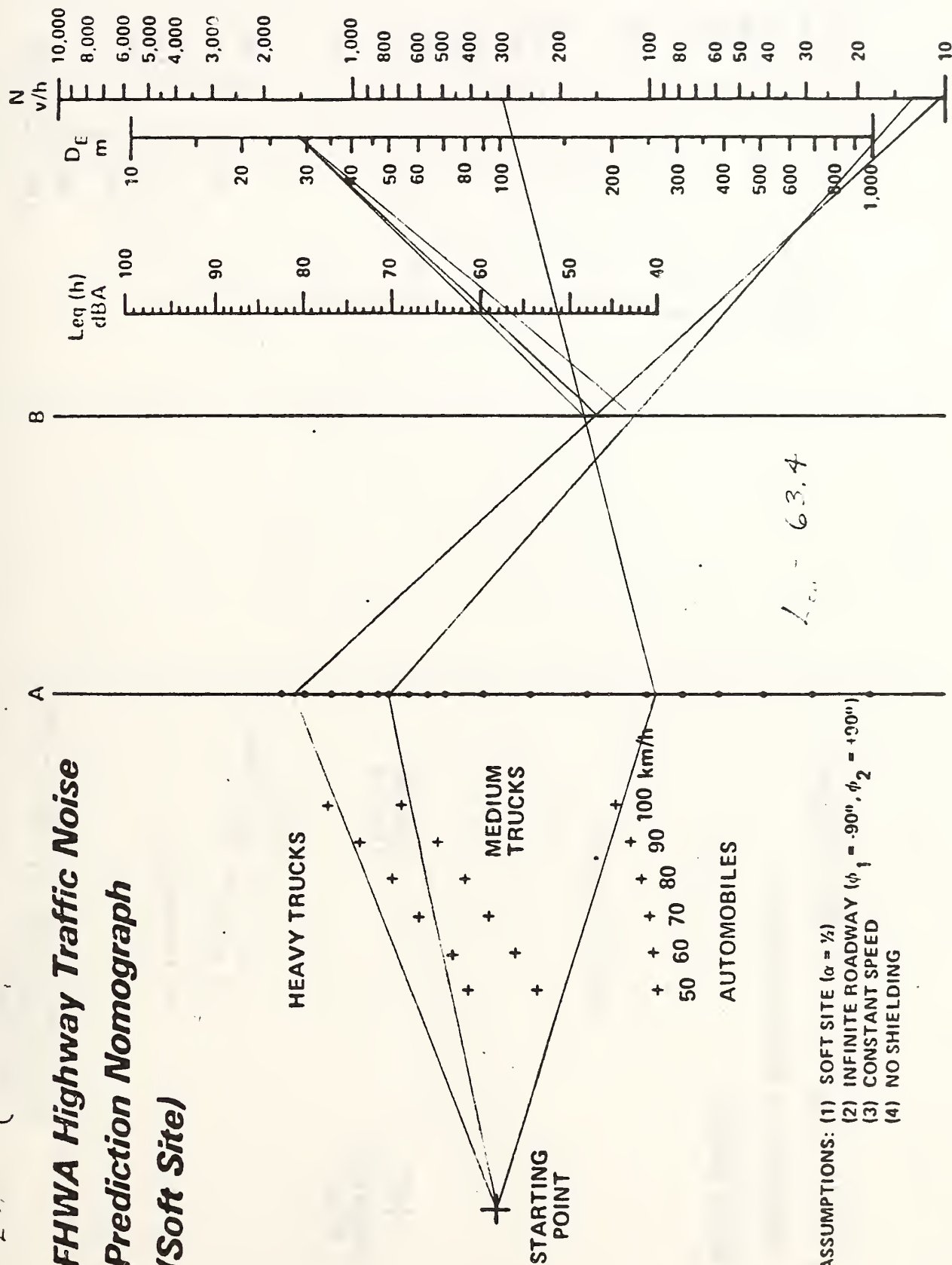
	<u>Milepost 10 to 14.5</u> <u>Before Speed Zone Change</u>	<u>Milepost 10 to 12.4</u> <u>Before Speed Zone Change</u>
Time Frame	1/1/72 to 5/31/75	1/1/72 to 5/31/75
Length of Time	41 months	41 months
Total Number of Accidents	53	30
Fatal Accidents	5	5
Injury Accidents	20	12
First Harmful Event		
Overturned	13	6
Fixed Object	7	5
MV in Trans	26	15
Type of Collision		
Angle	5	3
Rear End	11	6
Head On	1	1
Sideswipe Meeting	3	1
Sideswipe Passing	7	5
Possible Violation		
Had been drinking	14	10
Speed too fast	11	2
Fail to yield ROW	4	2

	<u>Milepost 10 to 14.5</u> <u>After Speed Zone Change</u>	<u>Milepost 10 to 12.4</u> <u>After Speed Zone Change</u>
Time Frame	6/1/75 to 1/31/79	6/1/75 to 1/31/79
Length of Time	43 months	43 months
Total Number of Accidents	44	31
Fatal Accidents	1	0
Injury Accidents	21	16
First Harmful Event		
Overturned	7	4
Fixed Object	11	7
MV in Trans	25	17
Type of Collision		
Angle	9	7
Rear End	12	9
Head On	2	2
Sideswipe Meeting	1	0
Sideswipe Passing	1	0
Possible Violation		
Had been drinking	7	5
Speed too Fast	11	8
Fail to yield ROW	5	4

APPENDIX A

Alternative I
A-Lane (Existing Noise Level, 1977)

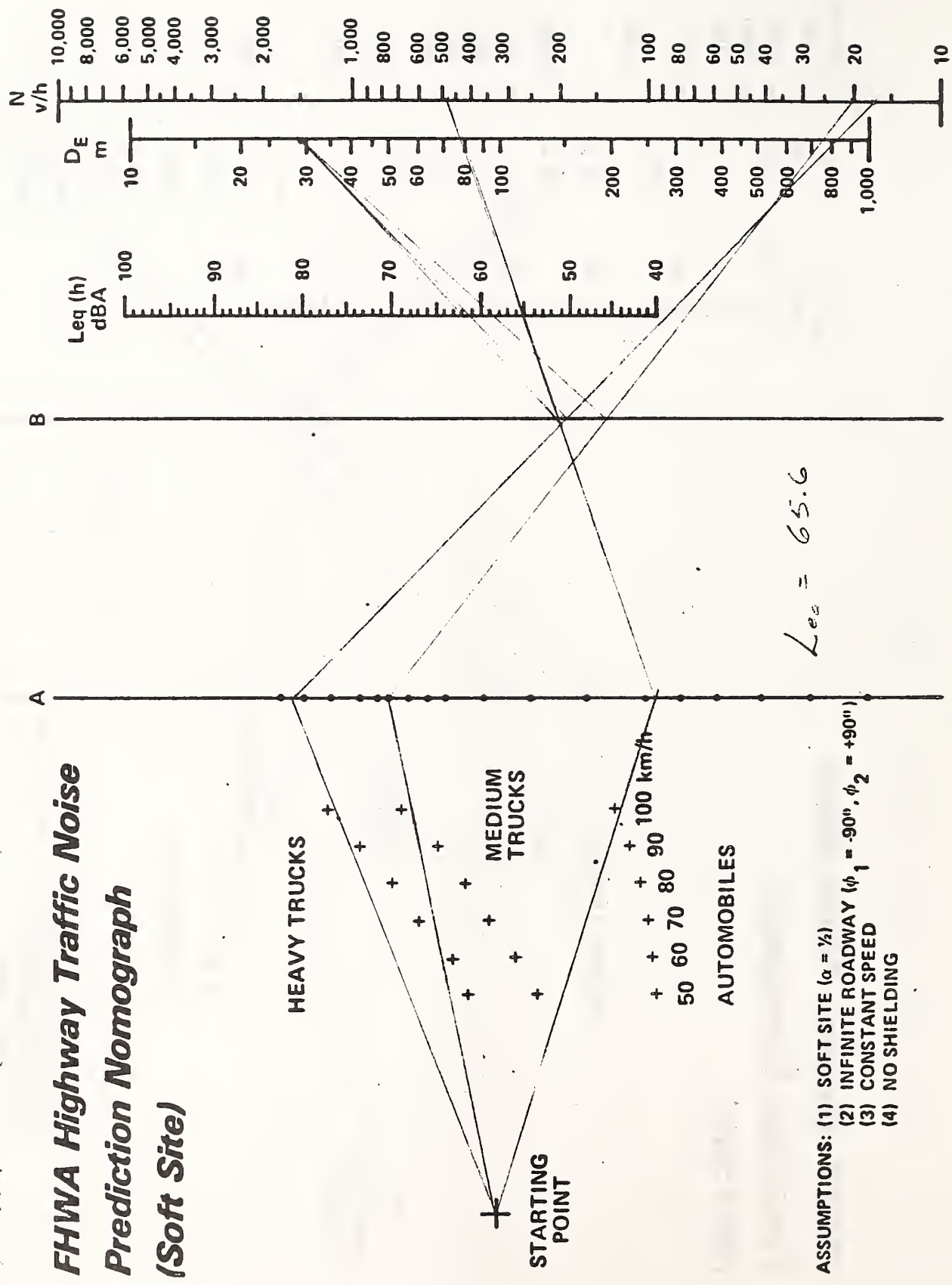
FHWA Highway Traffic Noise Prediction Nomograph (Soft Site)



Altitude 1

4-Lane (1-way) 2000

FHWA Highway Traffic Noise Prediction Nomograph (Soft Site)



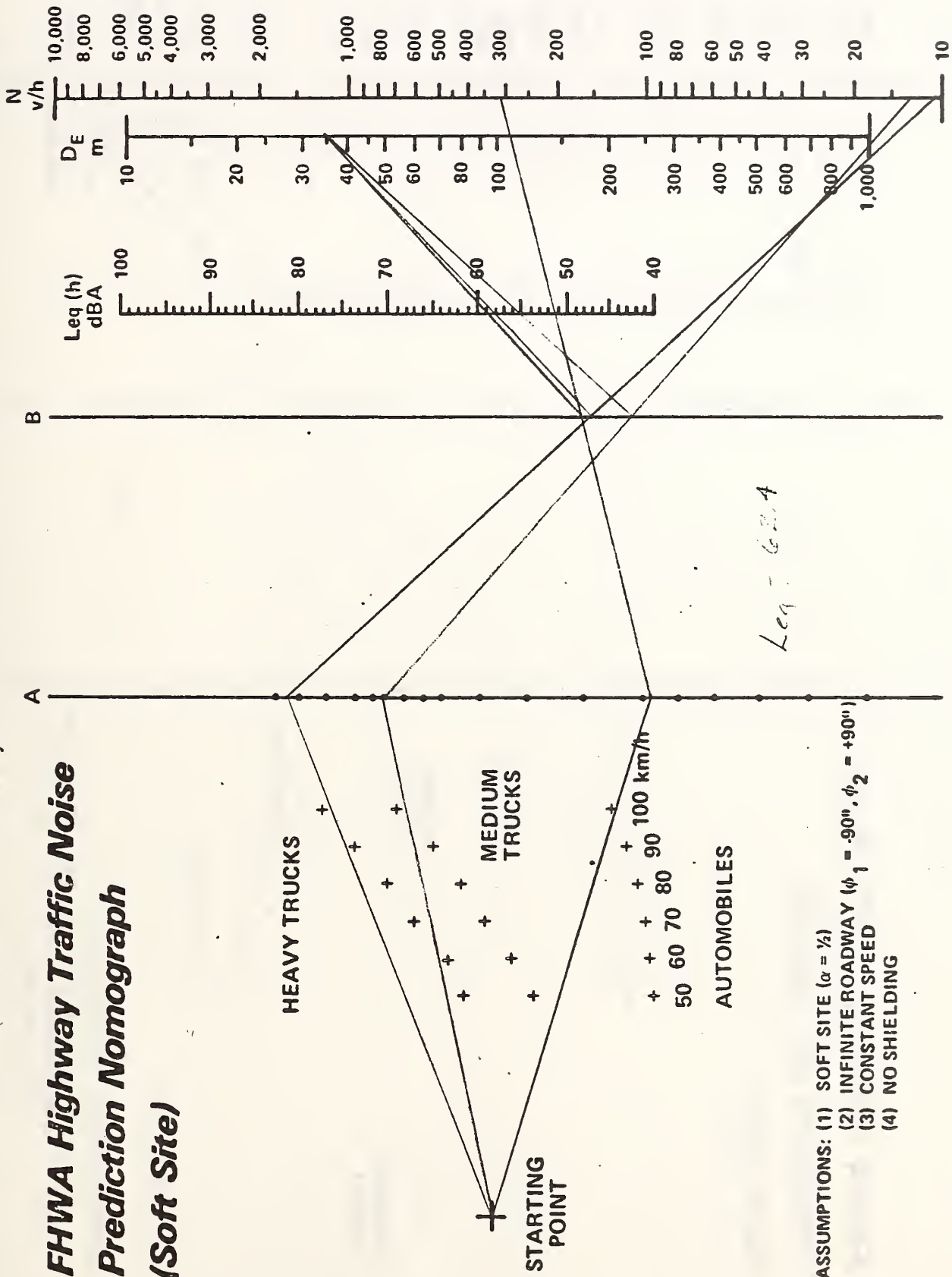
- ASSUMPTIONS: (1) SOFT SITE ($\alpha = \frac{1}{2}$)
(2) INFINITE ROADWAY ($\phi_1 = -90^\circ, \phi_2 = +90^\circ$)
(3) CONSTANT SPEED
(4) NO SHIELDING

Alternative 2

2-Lane (Existing Noise Level)

1979

FHWA Highway Traffic Noise Prediction Nomograph (Soft Site)



Alternate 2

2-lane Divided Highway, Nov. 1991, 2001

FHWA Highway Traffic Noise Prediction Nomograph (Soft Site)

HEAVY TRUCKS

MEDIUM
TRUCKS

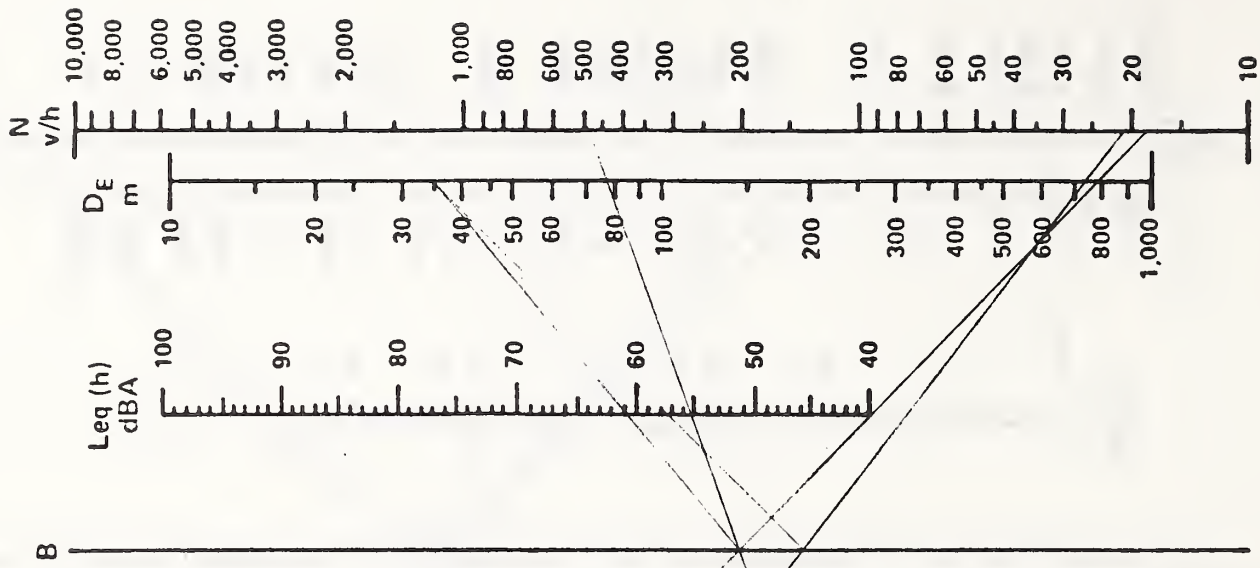
STARTING
POINT

50 60 70 80 90 100 km/h

AUTOMOBILES

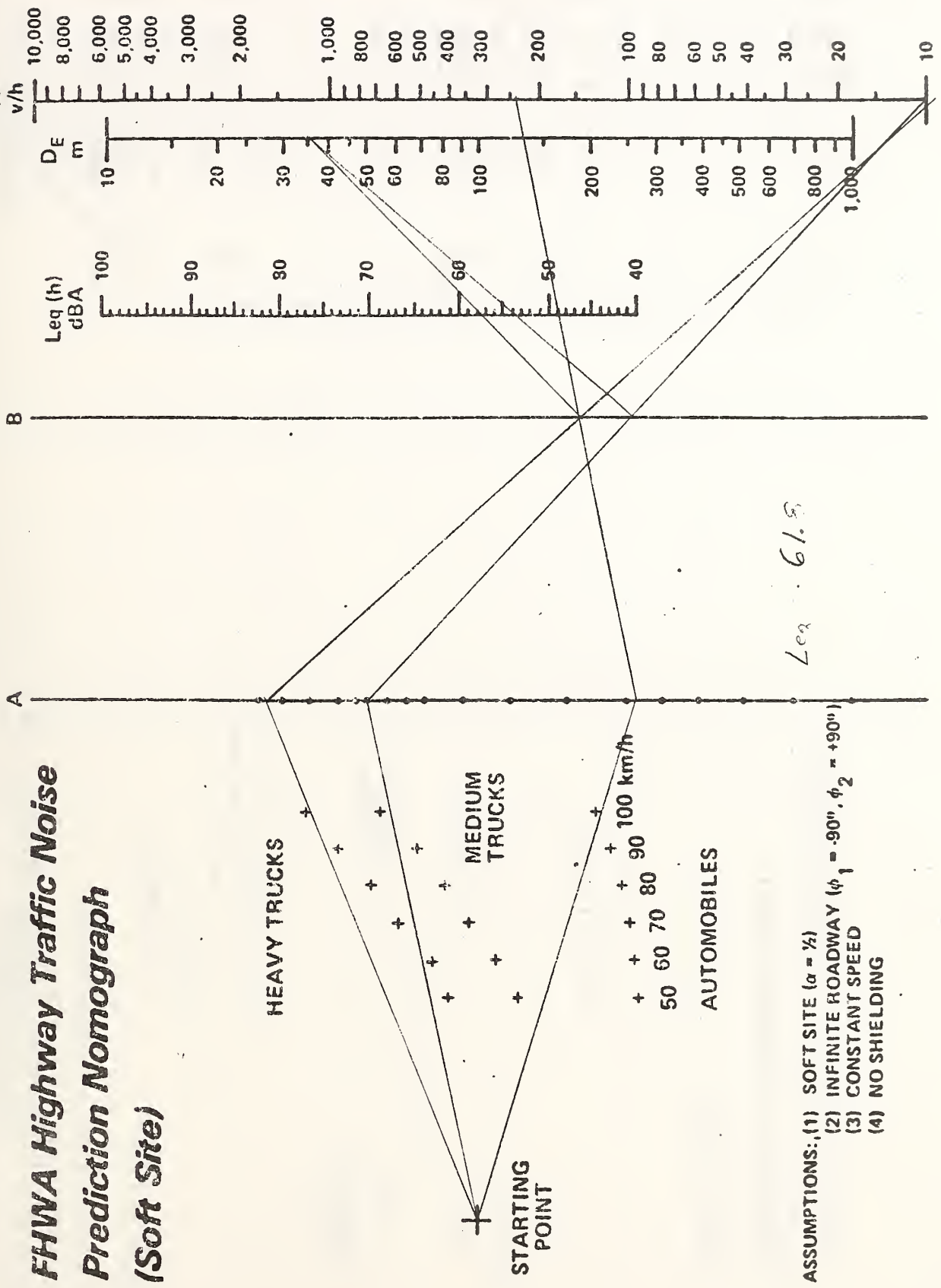
- ASSUMPTIONS: (1) SOFT SITE ($\alpha = \frac{1}{2}$)
(2) INFINITE ROADWAY ($\phi_1 = -90^\circ, \phi_2 = +90^\circ$)
(3) CONSTANT SPEED
(4) NO SHIELDING

$L_{eq} = 6.5$



Alt route 3
 2-Lane (Rolling Noise Level) 1979

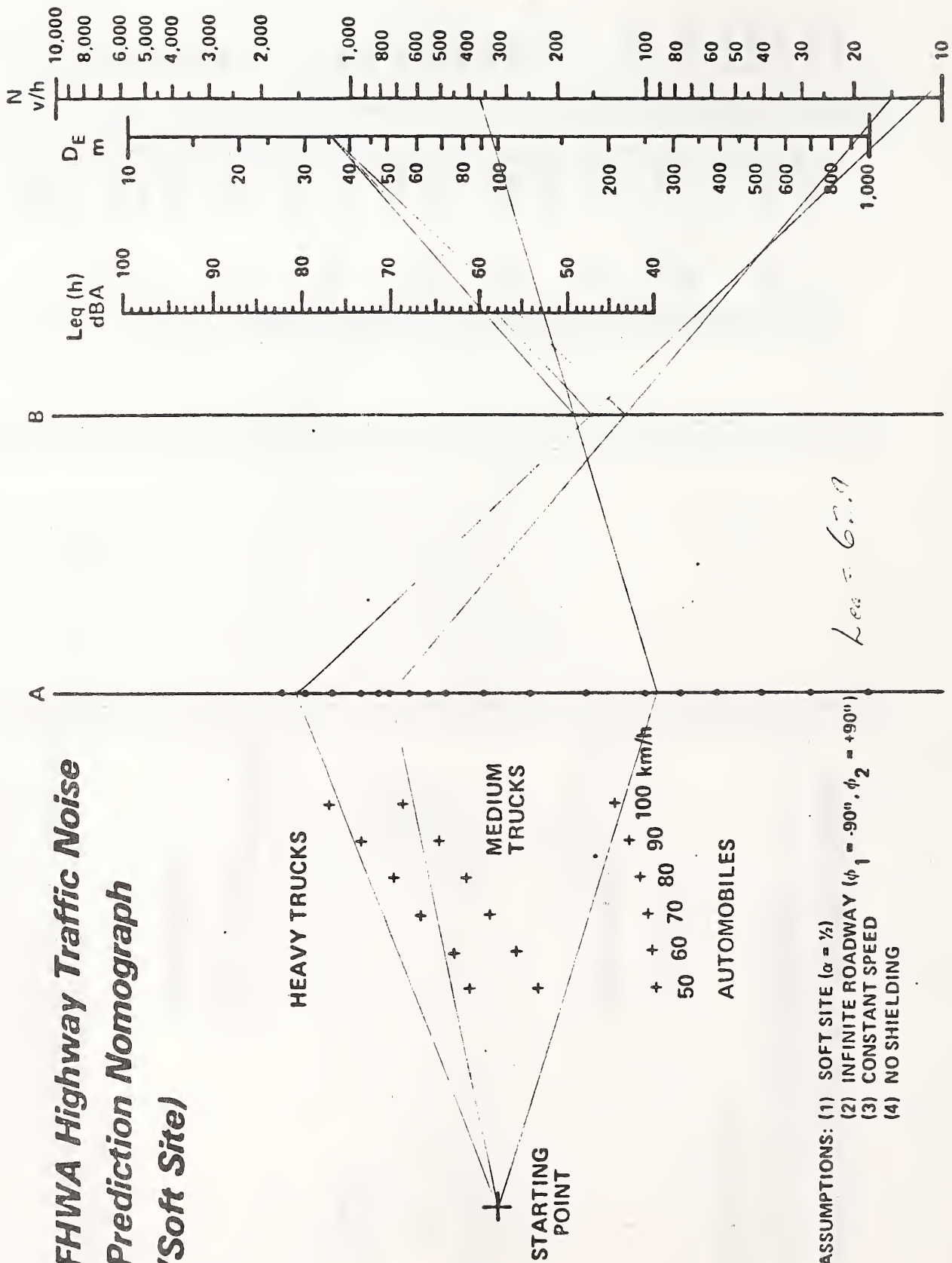
FHWA Highway Traffic Noise Prediction Nomograph (Soft Site)



ASSUMPTIONS: (1) SOFT SITE ($\alpha = 1/2$)
 (2) INFINITE ROADWAY ($\phi_1 = -90^\circ, \phi_2 = +90^\circ$)
 (3) CONSTANT SPEED
 (4) NO SHIELDING

Alt. 3
2-1-82 (100 ft) 2002

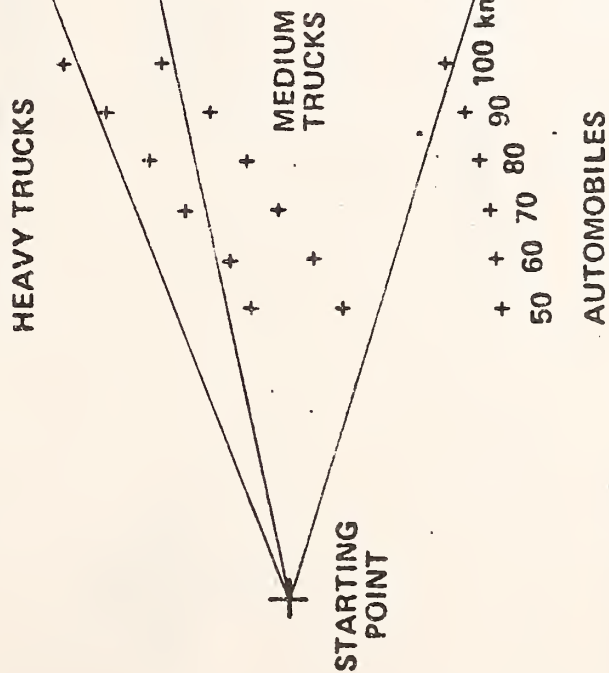
FHWA Highway Traffic Noise Prediction Nomograph (Soft Site)



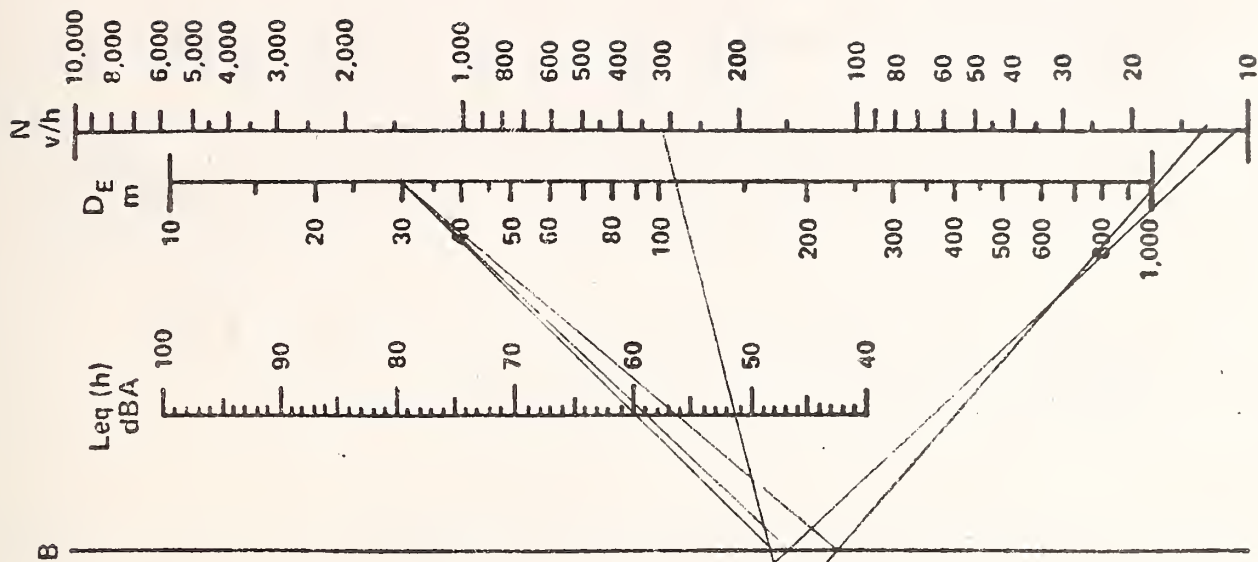
ASSUMPTIONS: (1) SOFT SITE ($\alpha = 1/2$)
 (2) INFINITE ROADWAY ($\phi_1 = -90^\circ, \phi_2 = +90^\circ$)
 (3) CONSTANT SPEED
 (4) NO SHIELDING

"D₀ Noting" Alternate
 2-Lane (Lefting Noise Level), 1979

FHWA Highway Traffic Noise Prediction Nomograph (Soft Site)



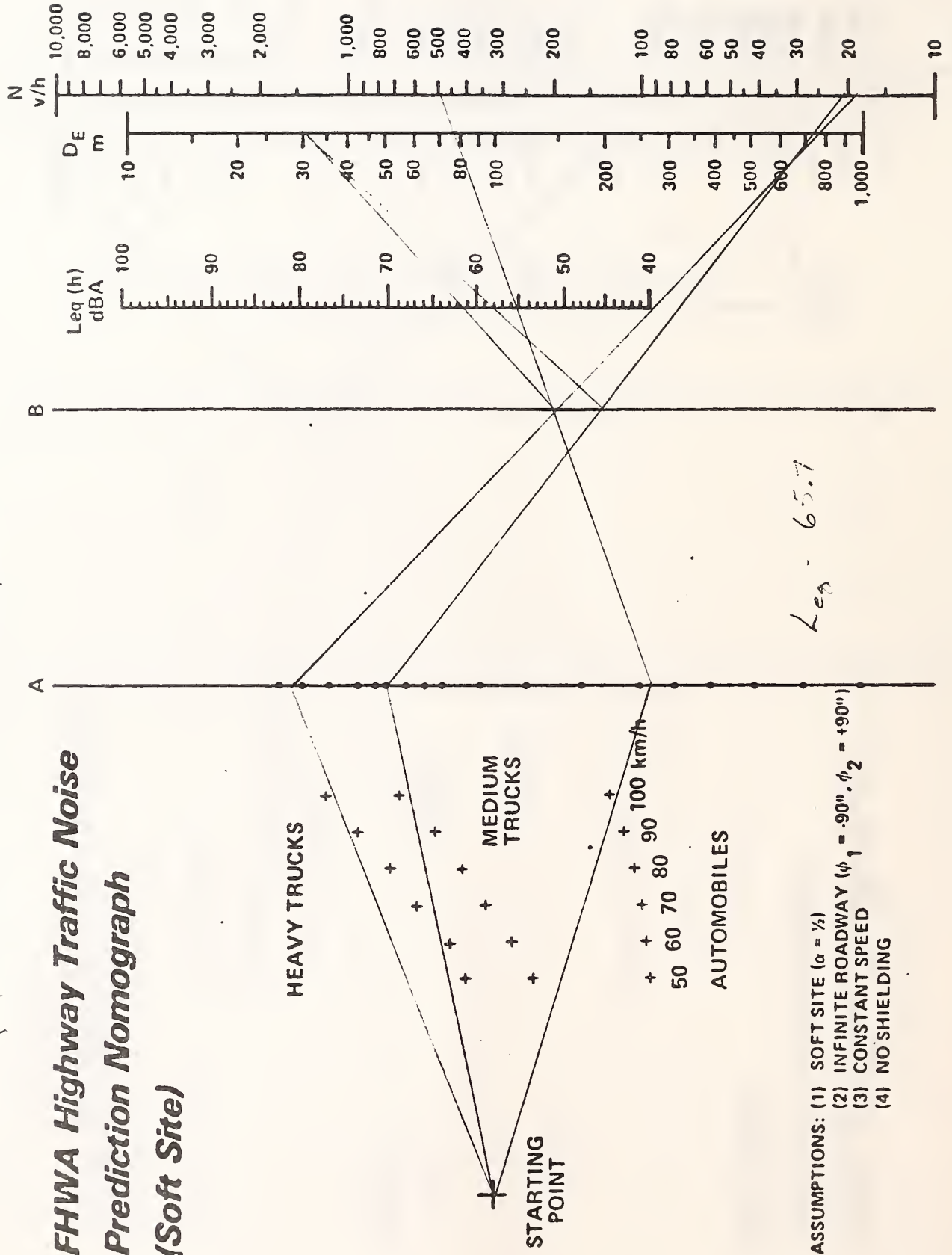
- ASSUMPTIONS: (1) SOFT SITE ($\alpha = 1/2$)
 (2) INFINITE ROADWAY ($\phi_1 = -90^\circ, \phi_2 = +90^\circ$)
 (3) CONSTANT SPEED
 (4) NO SHIELDING



"Do Noise Alternate"

2-Lane (Predicted Noise Level) 2002

FHWA Highway Traffic Noise Prediction Nomograph (Soft Site)



- ASSUMPTIONS: (1) SOFT SITE ($\alpha = 1/2$)
(2) INFINITE ROADWAY ($\phi_1 = -90^\circ, \phi_2 = +90^\circ$)
(3) CONSTANT SPEED
(4) NO SHIELDING

250 copies of this public document were published at an estimated cost of \$3.72 per copy for a total cost of \$930.00 which includes \$555.00 for printing and \$375.00 for distribution.